Rockville's Pike

*Envision a Great Place*

# *First Report to the Community*

## *March 18, 2008*

# Public Involvement Process

*A Summary*

# Kick-Off Meeting

- *Held on December 4, 2007*
- *Approximately 150 participants attended*

# Three Overarching Themes

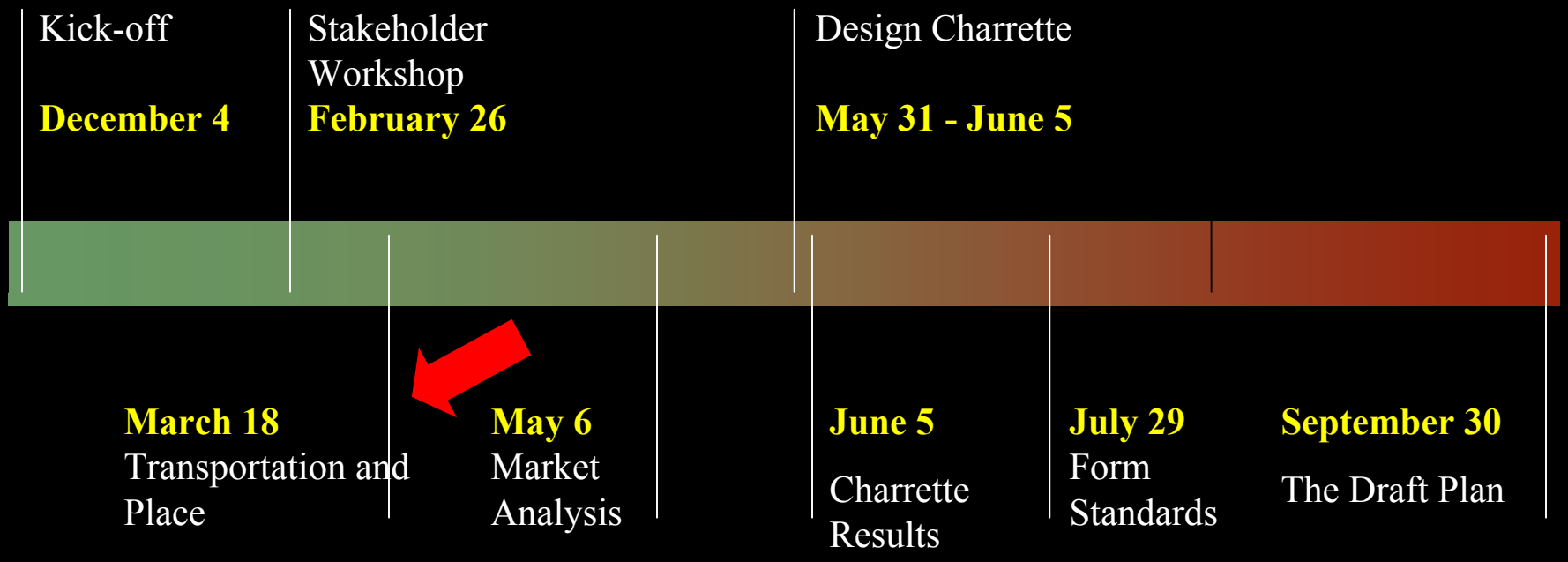
- ***Promoting Suitable Development***
- ***Improving Transportation***
- ***Creating a Unique Sense of Place***

# Stakeholder Workshop

- *Held on February 26, 2008*
- *Approximately 100 participants attended*

# Process and Schedule

## Public Meetings

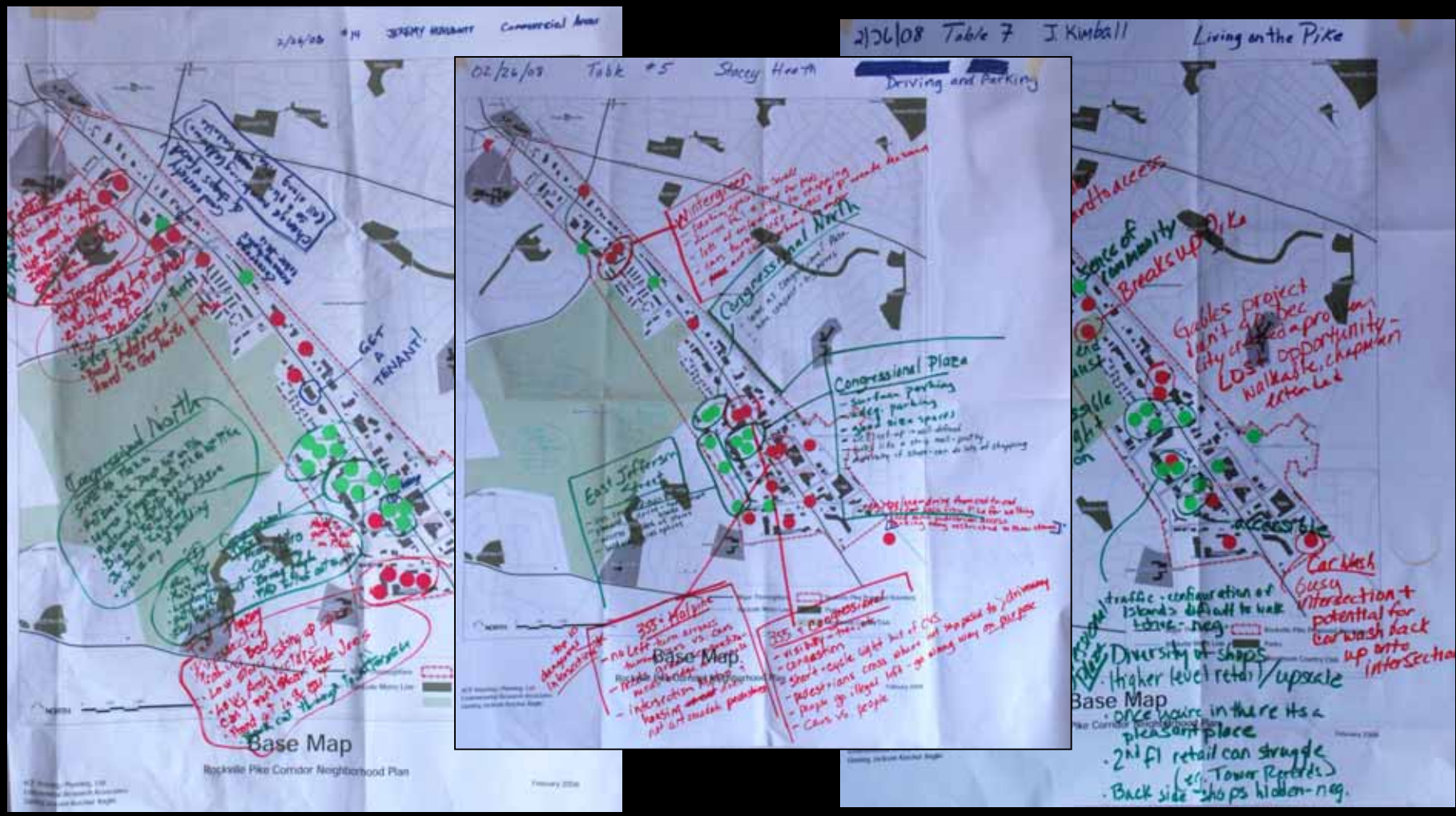



## Reports to the Community

# Good Places, Bad Places

- ***Each table addressed one of five topics:***
  - *Commercial areas*
  - *Community appearance*
  - *Driving and Parking*
  - *Living on the Pike*
  - *Walking*
- ***Green dots = good places; Red dots = bad places***
- ***Discussion on physical characteristics***

# Sample Table Maps



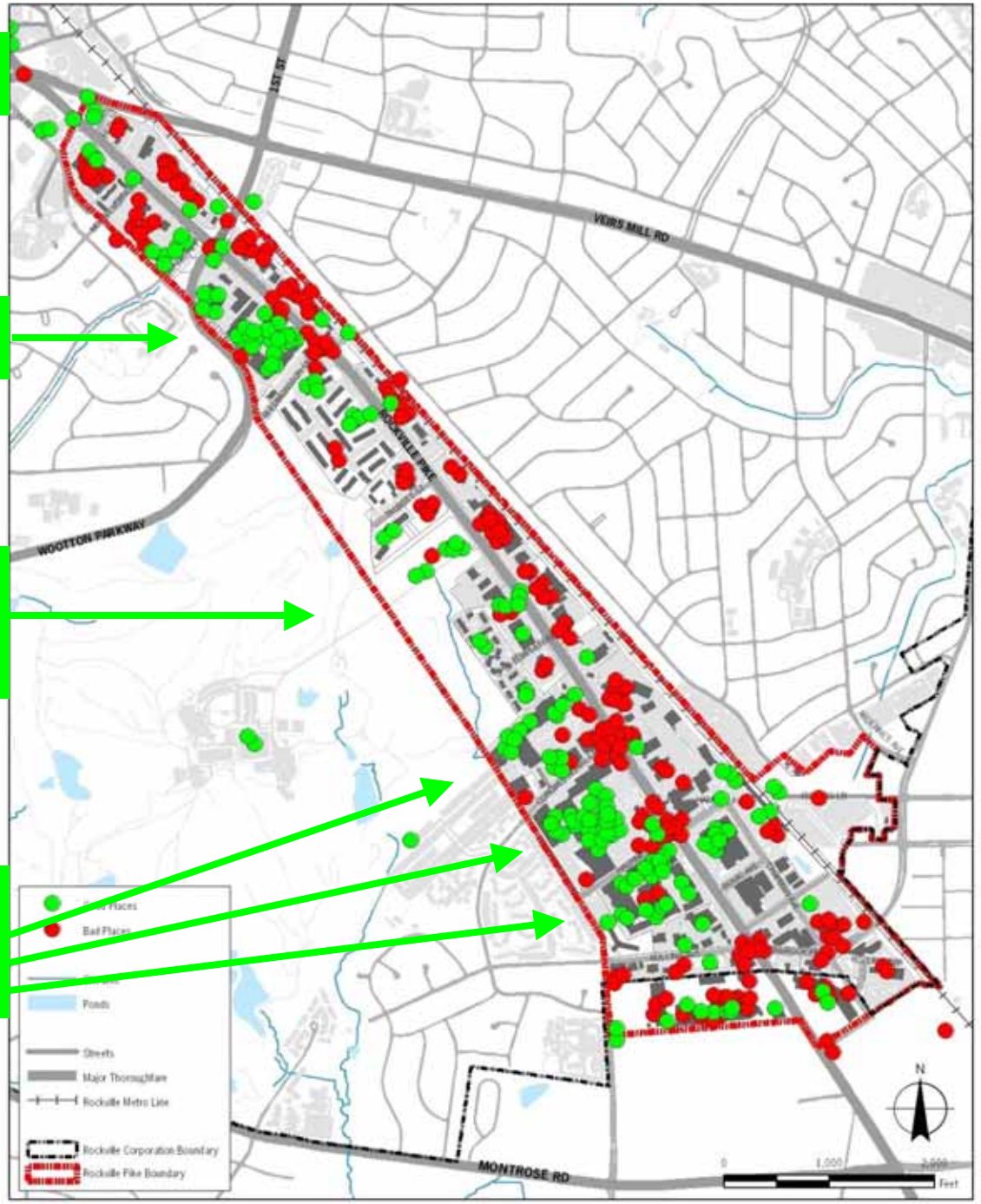
# Results:
# Good Places, Bad Places

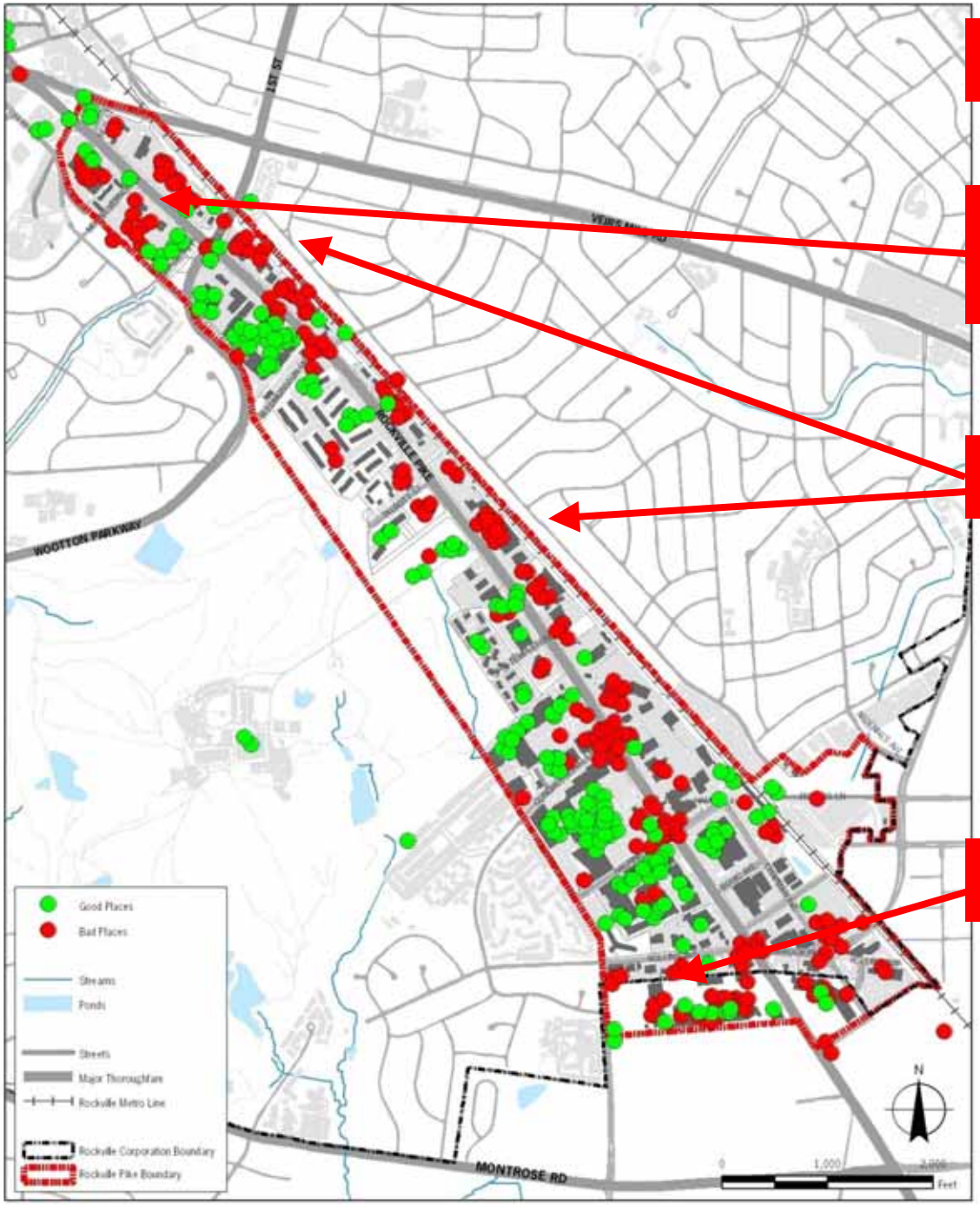
Good Places

Wintergreen Plaza

Woodmont Country Club

Congressional Shopping Centers






Bad Places

Marlo Furniture and Ritchie Center

East side retail

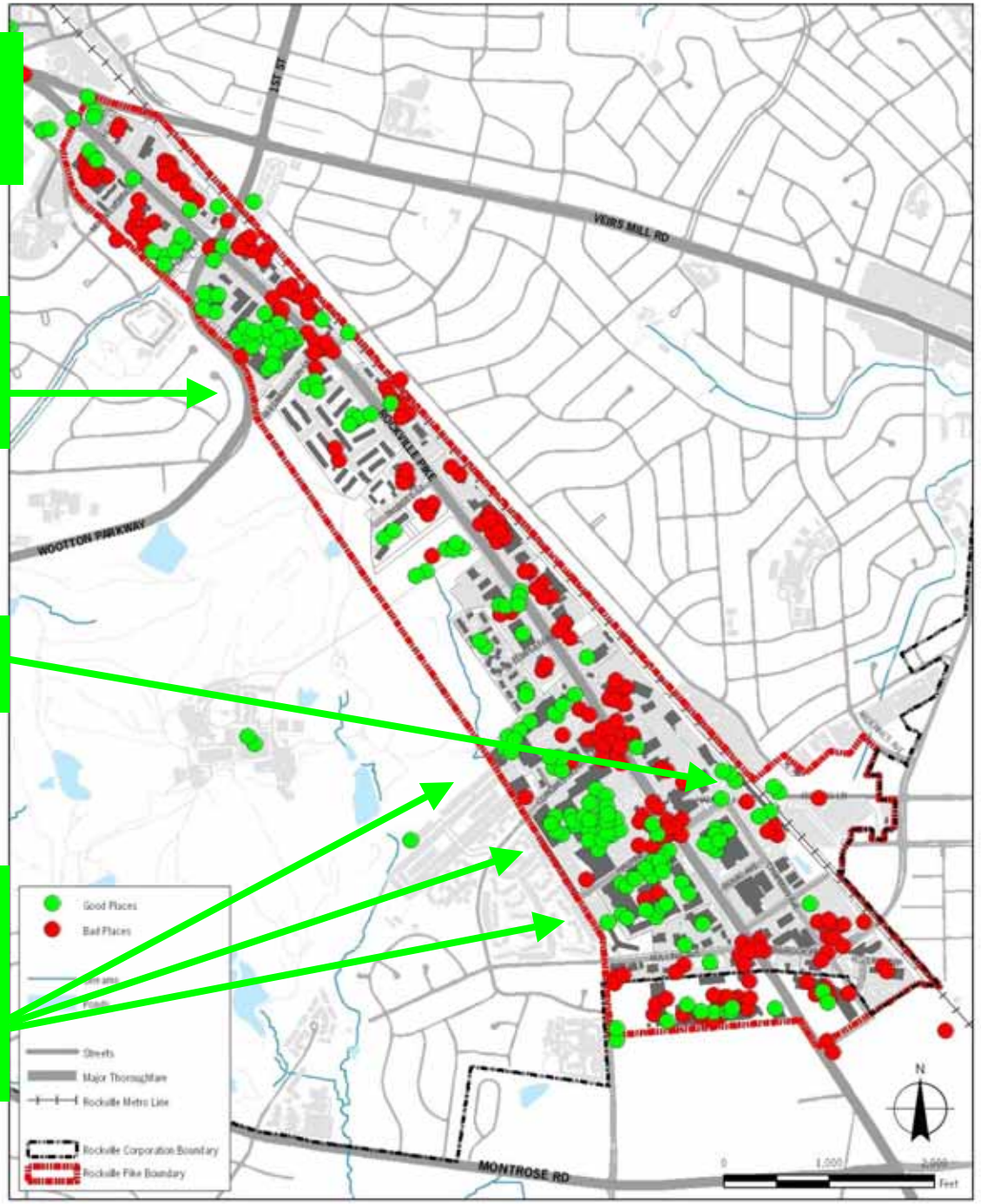
Federal Plaza

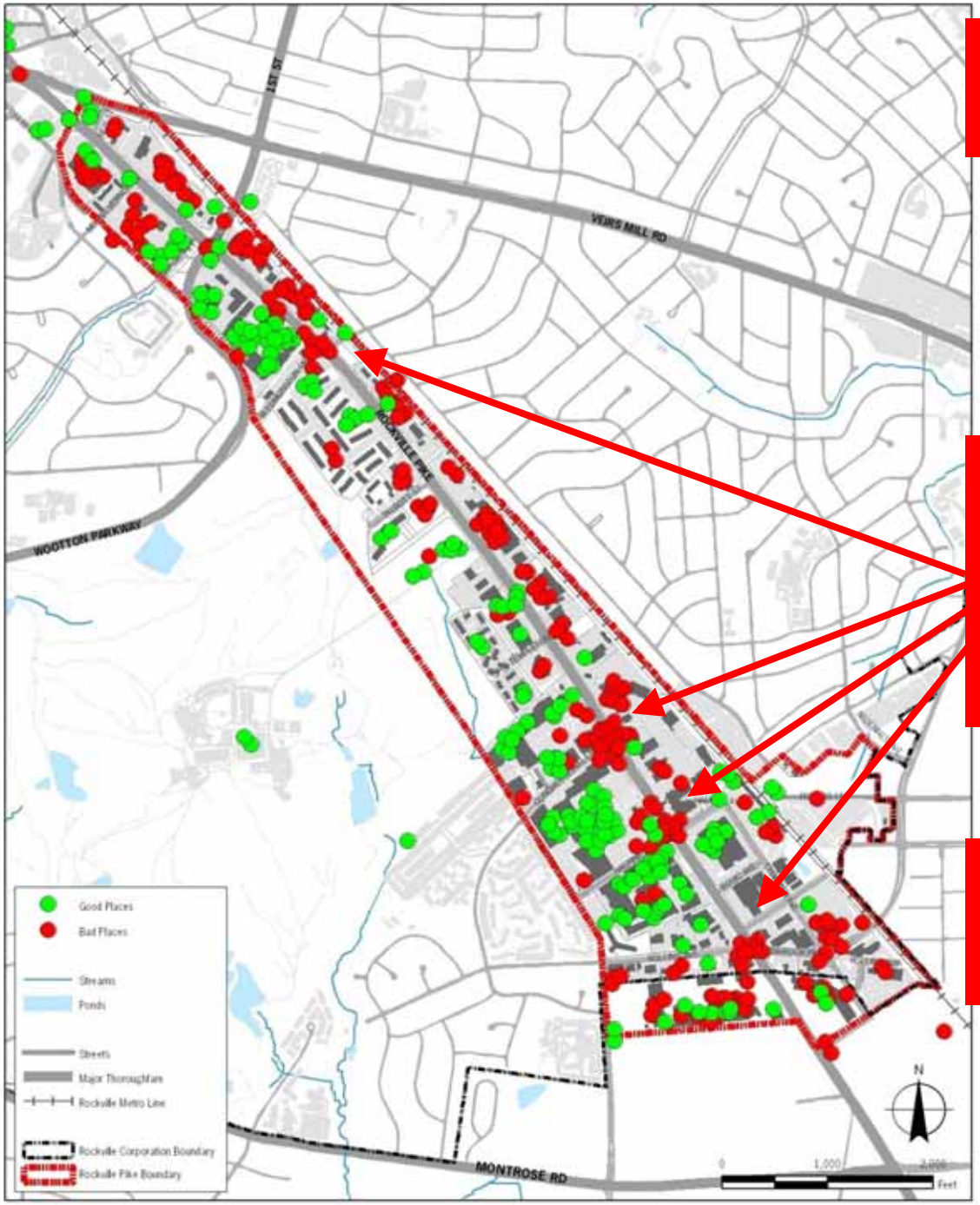
Good Places: Transportation

Wintergreen Plaza and Wootton Parkway

Twinbrook Metro

Congressional Shopping Centers and East Jefferson






Bad Places: Transportation

Major Intersections: Halpine, Congressional Lane, Edmonston, Twinbrook Parkway

General Pedestrian Environment

# Other Types of Input

- ***Participant Recommendation Cards***
- ***Critical Questions exercise***
- ***Ideas from the Kick-Off***
- ***All used to develop a set of Draft Development Principles***

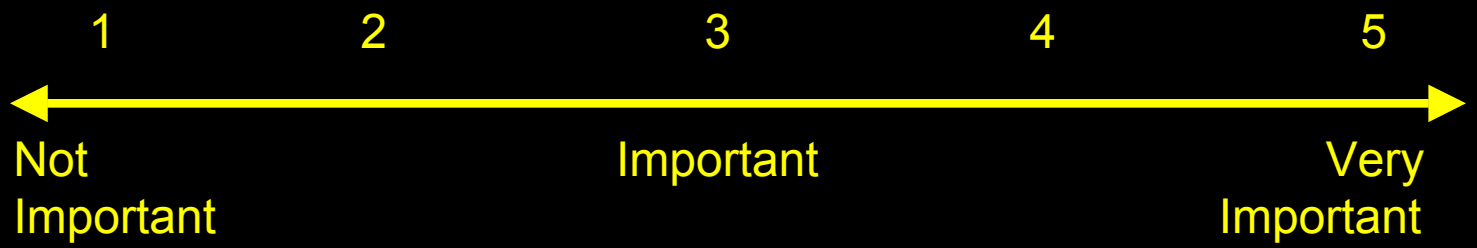
# Rating Draft Principles

# Rating Draft Principles

- ***First use your Rating Sheet to evaluate each draft principle on a scale from 1 to 5 (1=not important, 5=very important)***
- ***There will be a 5 minute table discussion period after the rating exercise. If you choose, write additional comments in the space provided.***

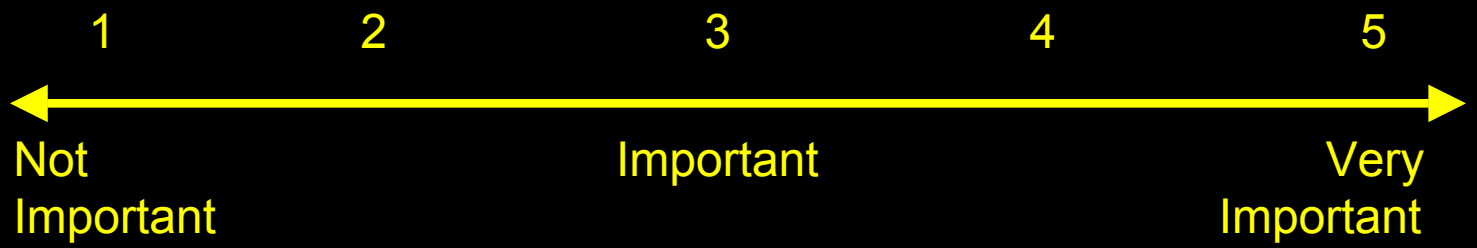
# Draft Principle 1

***Quality architecture and urban design will create a visually appealing environment along the Pike.***



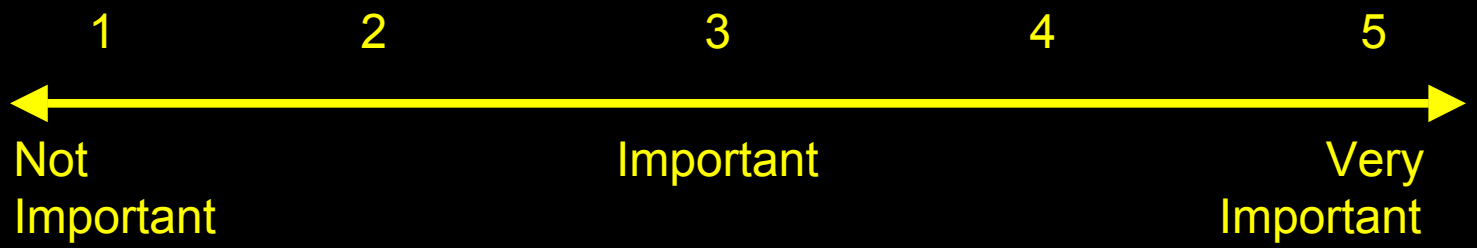
# Draft Principle 2

***Roadway and intersection improvements on the Pike will allow for smooth, safe vehicular flow.***



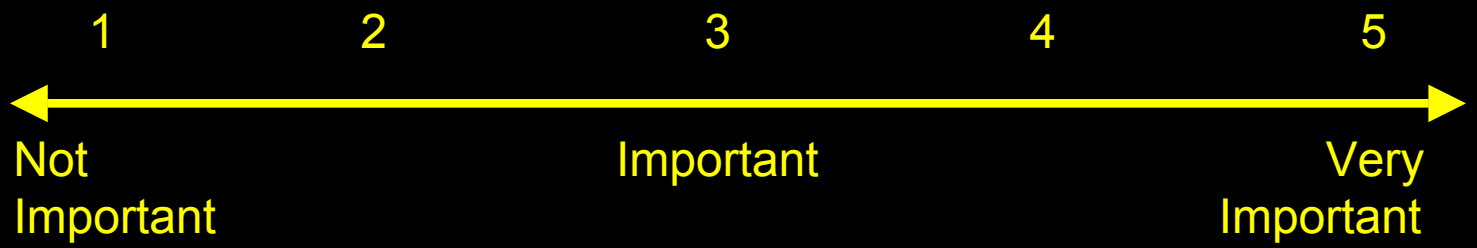
# Draft Principle 3

***The Pike will feature a safe and pleasant environment for walking and biking.***



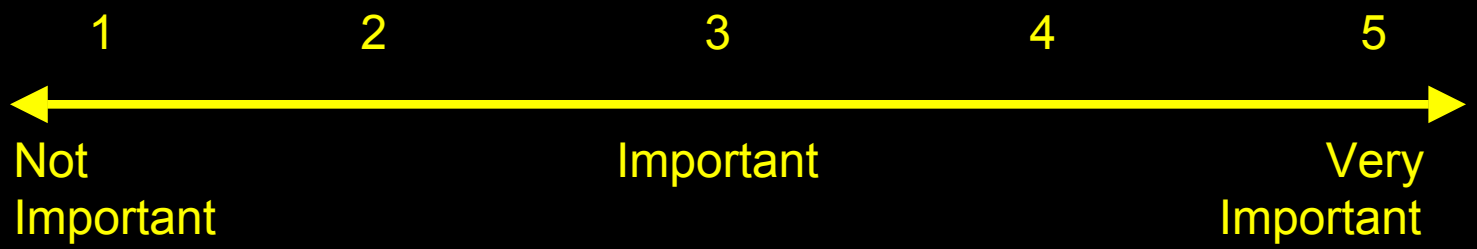
# Draft Principle 4

***Additional open space, landscaping, and environmentally friendly development will contribute to a "greener" Pike.***



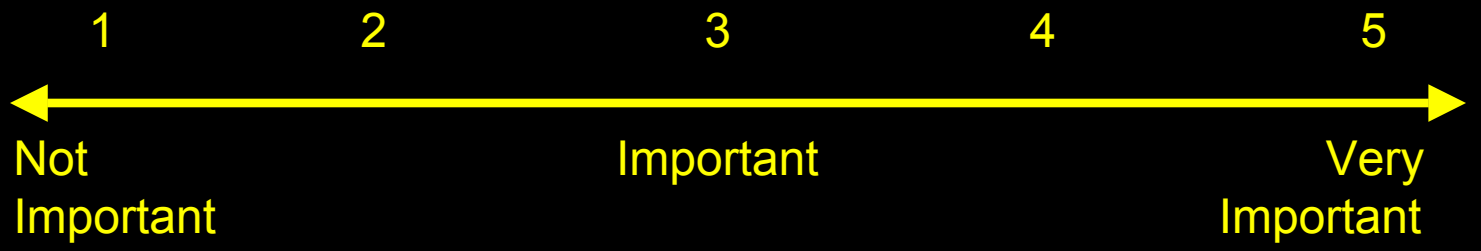
# Draft Principle 5

***The Pike will feature vibrant, walkable mixed-use developments.***



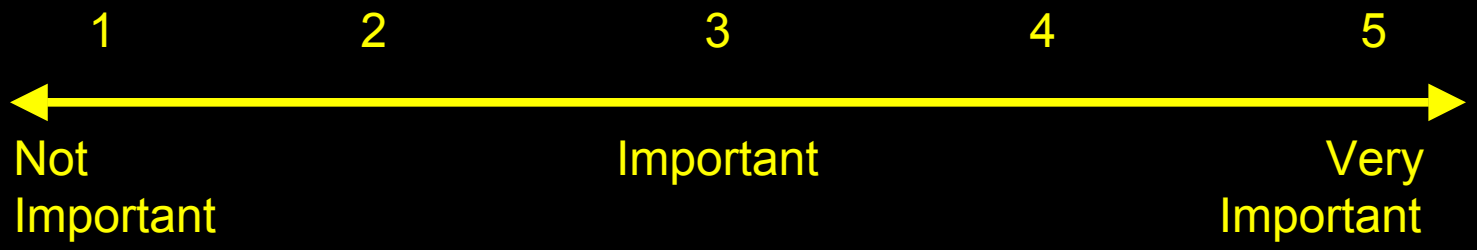
# Draft Principle 6

***New public spaces on the Pike will provide a pleasant environment for community gathering and outdoor activity.***



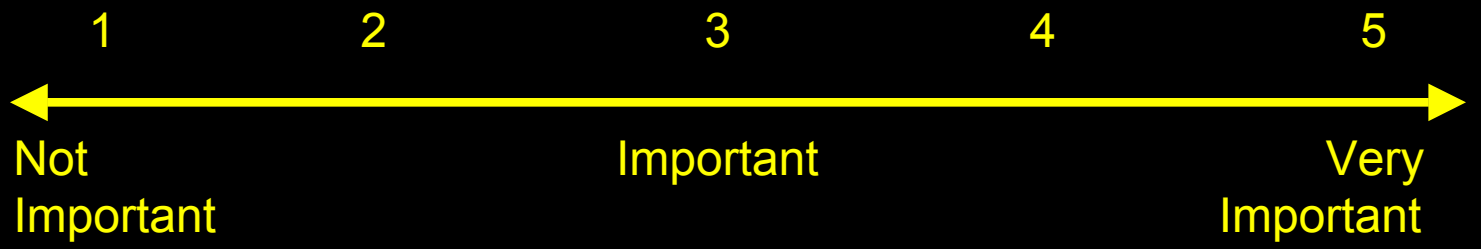
# Draft Principle 7

***The economic success of Rockville's Pike will be maintained by supporting both local and national retail and encouraging property redevelopment.***



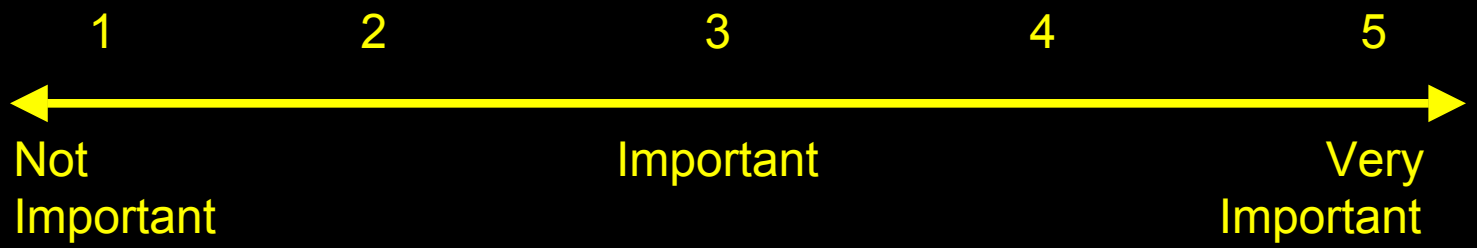
# Draft Principle 8

***Rockville's Pike will be well connected with surrounding areas, providing choices for cars and pedestrians to access and move between properties along the Pike.***



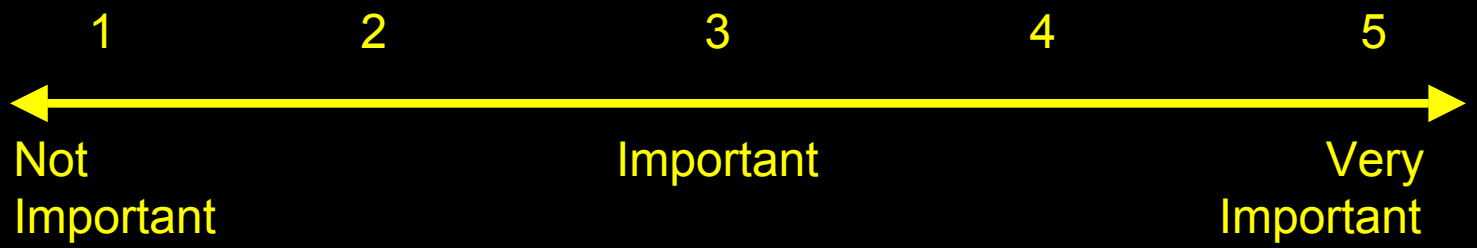
# Draft Principle 9

***The Pike will feature efficient and reliable public transportation options.***



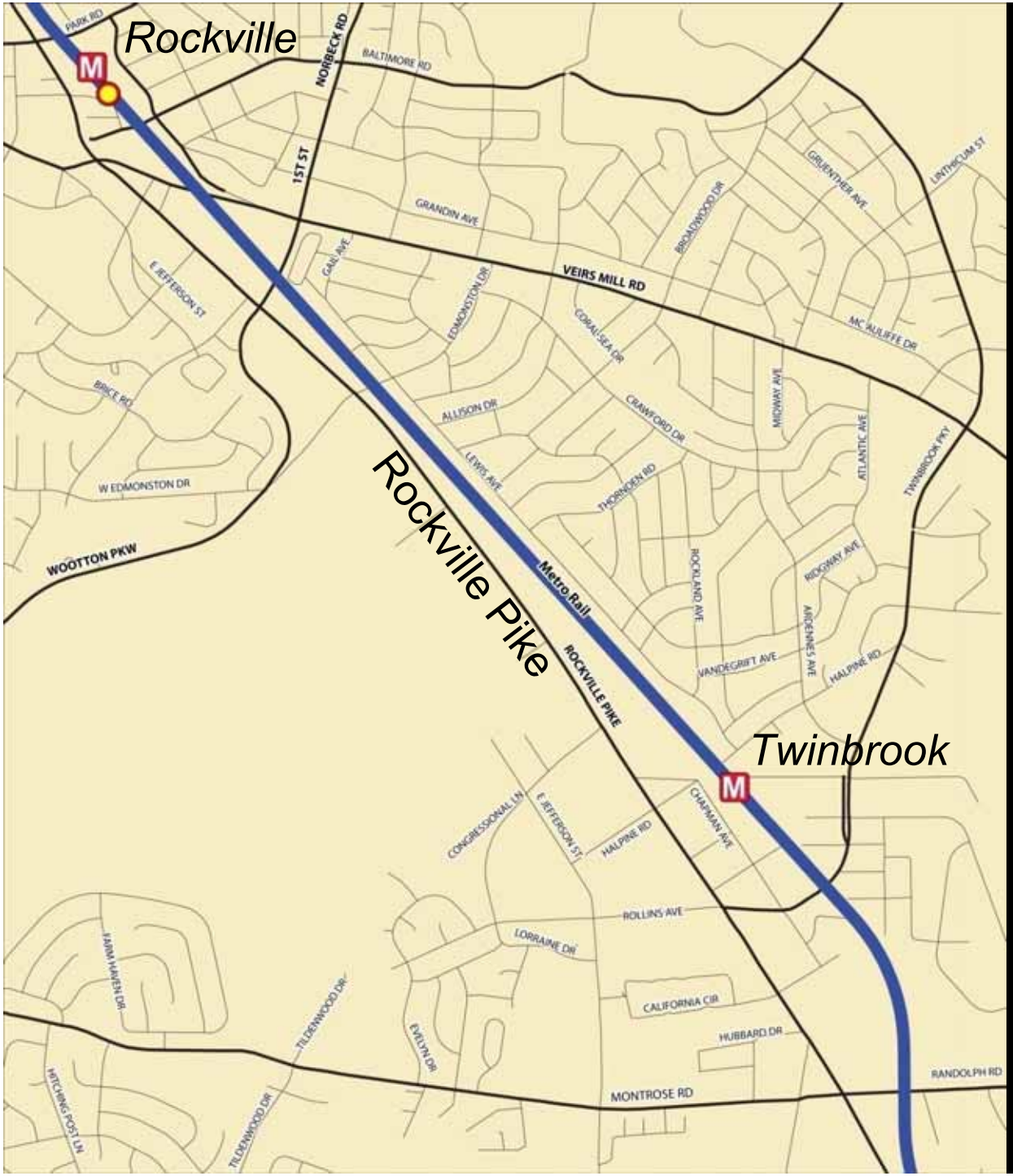
# Draft Principle 10

***Appropriate signage, lighting, and wayfinding tools will make the Pike an inviting and easily navigable environment.***



Rockville Pike

# Initial Findings




# The Corridor Today

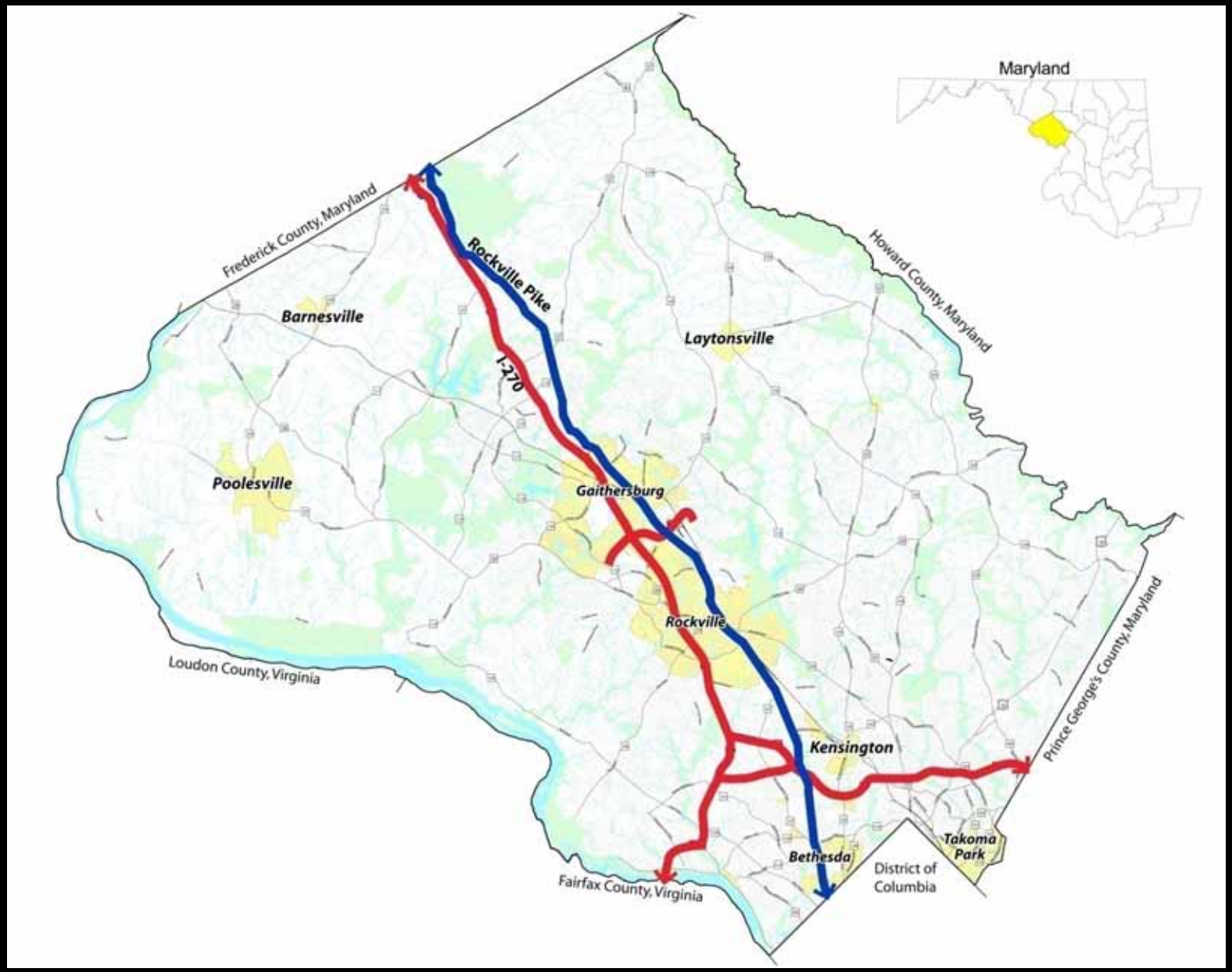
Veirs Mill Road to Twinbrook Parkway

Major regional thoroughfare

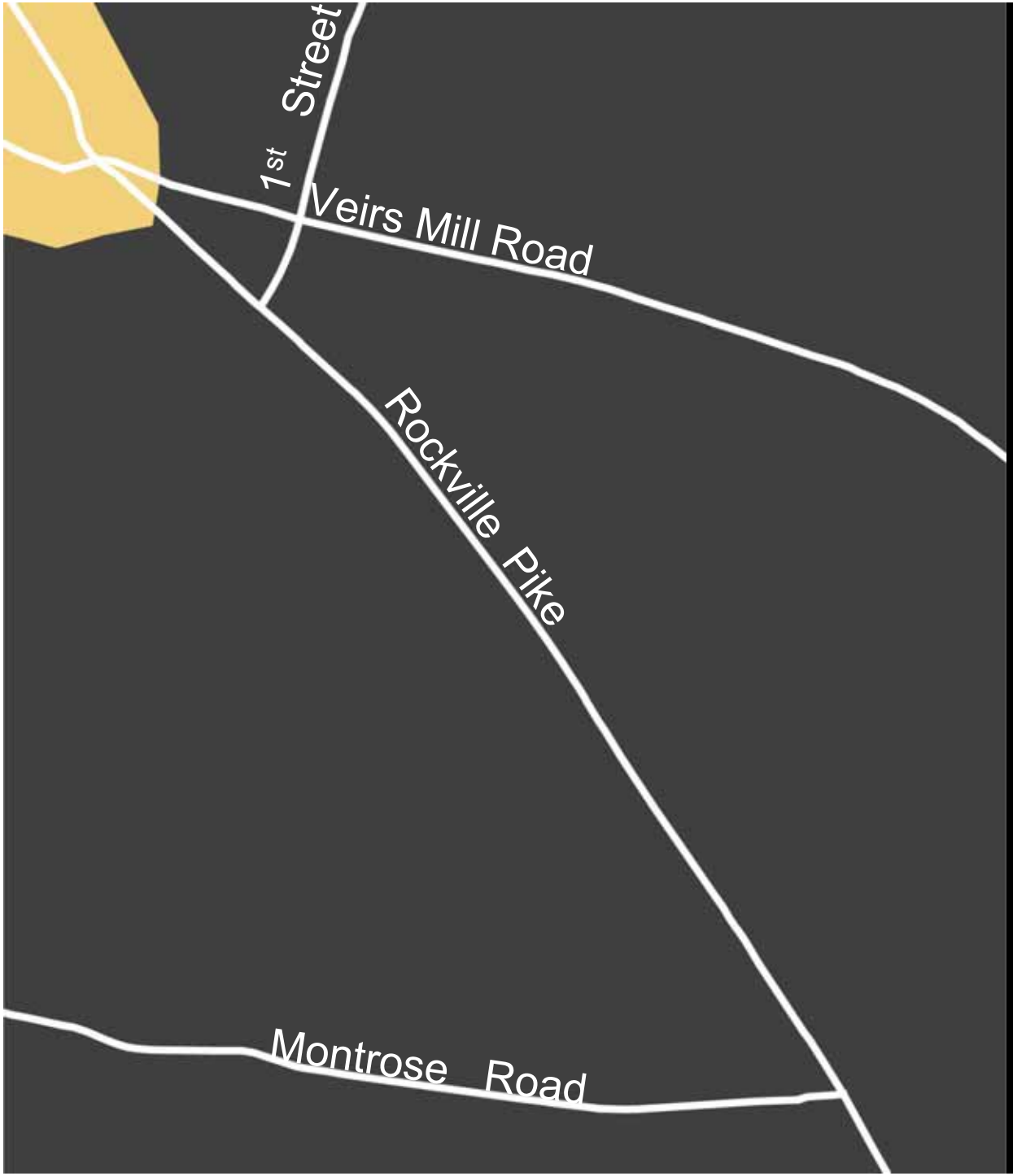
Commercial and office uses surrounded by neighborhoods

Parallel to Metro Rail Red Line

# Regional Context



# The Changing Role of Rockville Pike




# Rockville's Growth Over Time

# Rockville's Growth Over Time

**1873:** B&O Railroad built to Rockville from Washington Union Station

# Rockville's Growth Over Time

**1890s:** First Washington Trolleys Constructed

# Rockville's Growth Over Time

**1910s:** First Trolleys to Rockville

**1913:** Woodmont Country Club Opens

# Rockville's Growth Over Time

**1910s:** First Trolleys to Rockville

**1913:** Woodmont Country Club Opens

**1920s:** US automobile ownership increases from 3M to 23M; Rockville Pike paved as a two-lane road

**1941:** US enters World War II

# Rockville's Growth Over Time

**1945:** World War II ends

# Rockville's Growth Over Time

**1950s:** Suburban expansion into Rockville

**1953:** First section of expressway opens from Washington to Frederick

**1956:** Federal Interstate Highway Act passed

# Rockville's Growth Over Time

**1957:** Expressway (now I-270) completed; Rockville Pike widened to four lanes

**1960s:** Rail passengers to Washington less than motorists for first time

# Rockville's Growth Over Time

**1973:** Montgomery County begins Ride On bus service

# Rockville's Growth Over Time

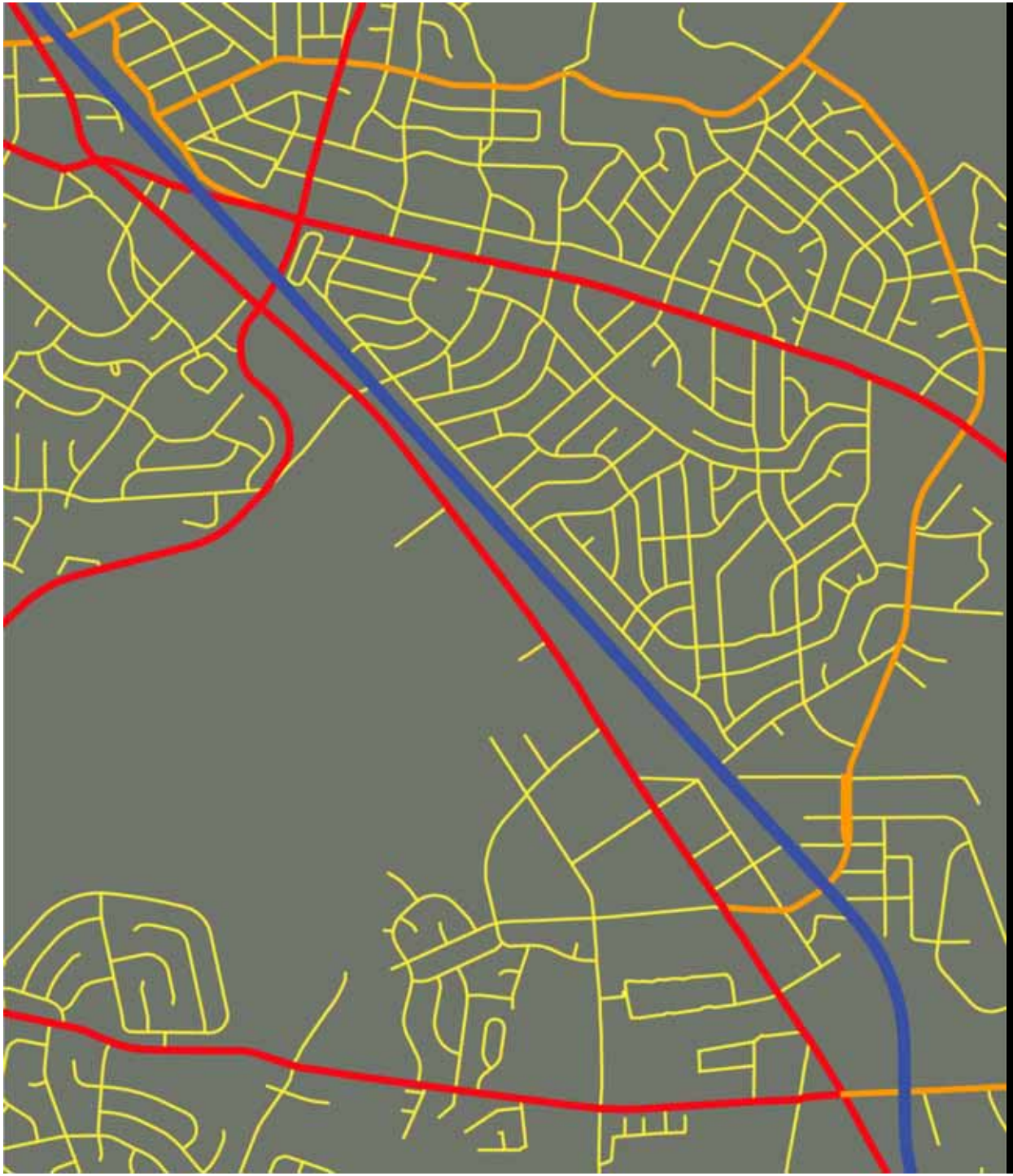
**1980s:** Major employment and retail growth along Rockville Pike

**1984:** Metro Rail service extended to Shady Grove from Grosvenor

# Rockville's Growth Over Time

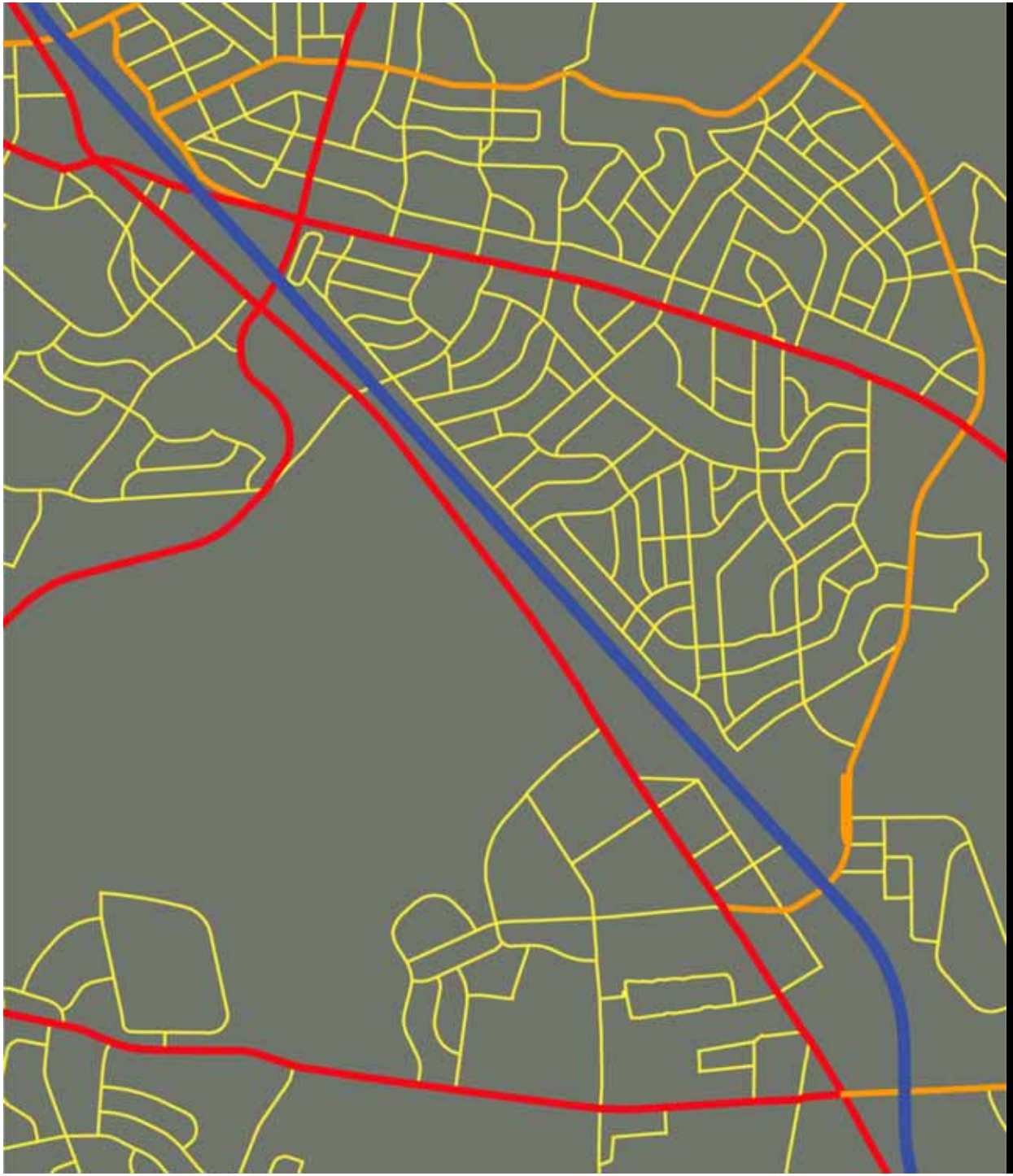
**Today:** Montgomery County population 930,000

# Street Network and Land Form



# Existing Network

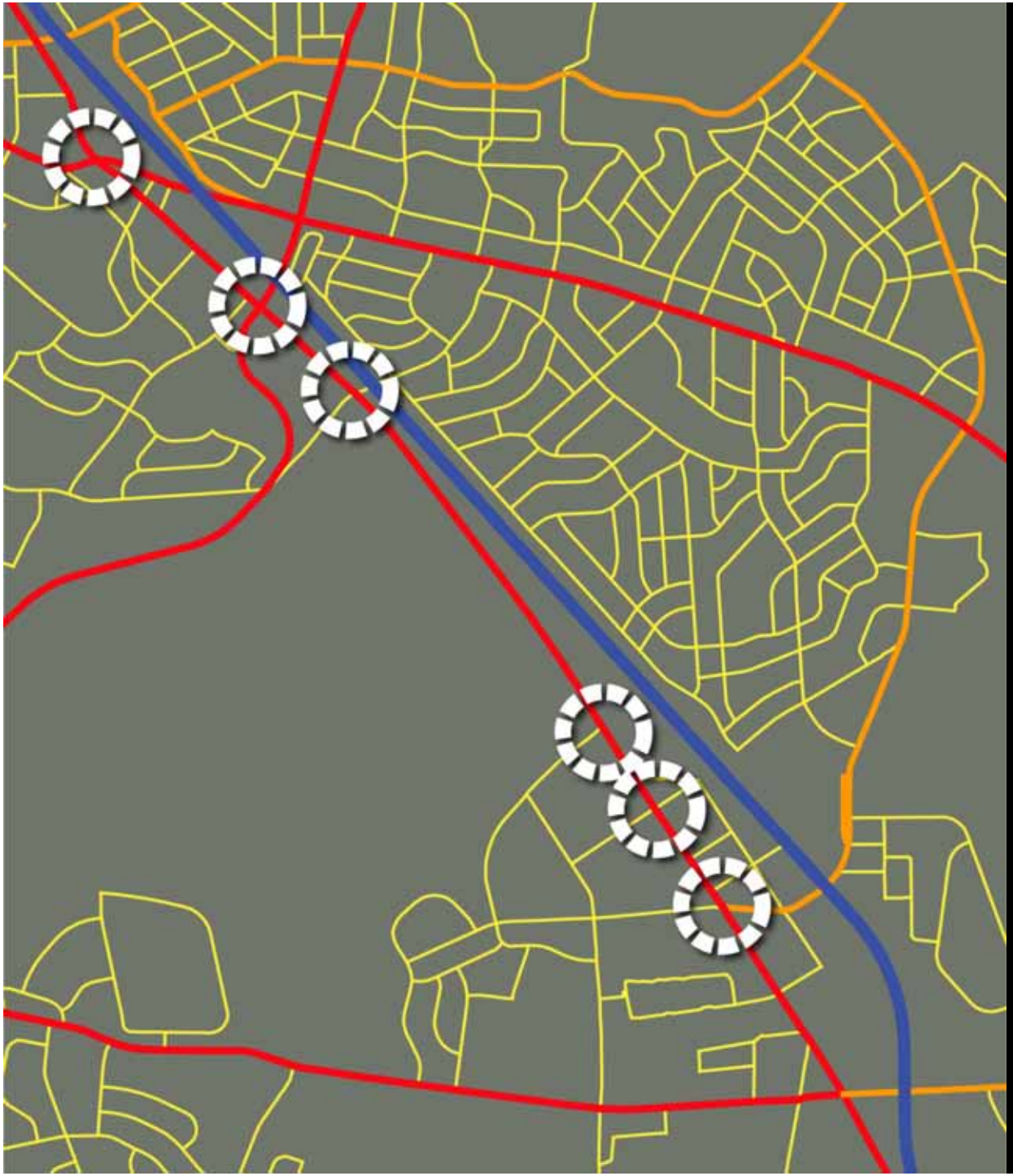
Neighborhood network north of Rockville Pike is internally well connected



## Effective Network

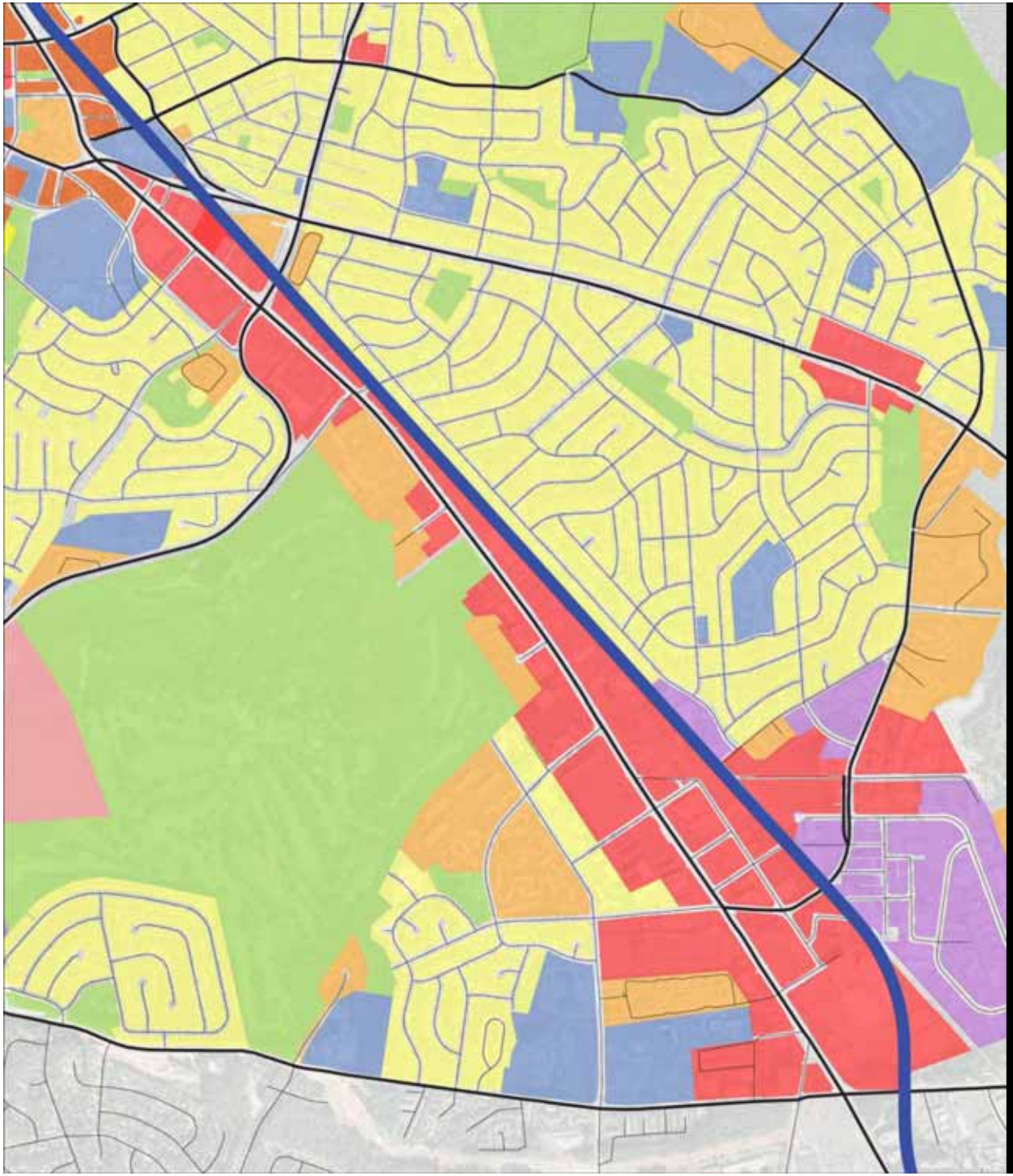
Neighborhood network north of Rockville Pike is internally well connected

Few dead-end streets: travel alternatives within neighborhoods



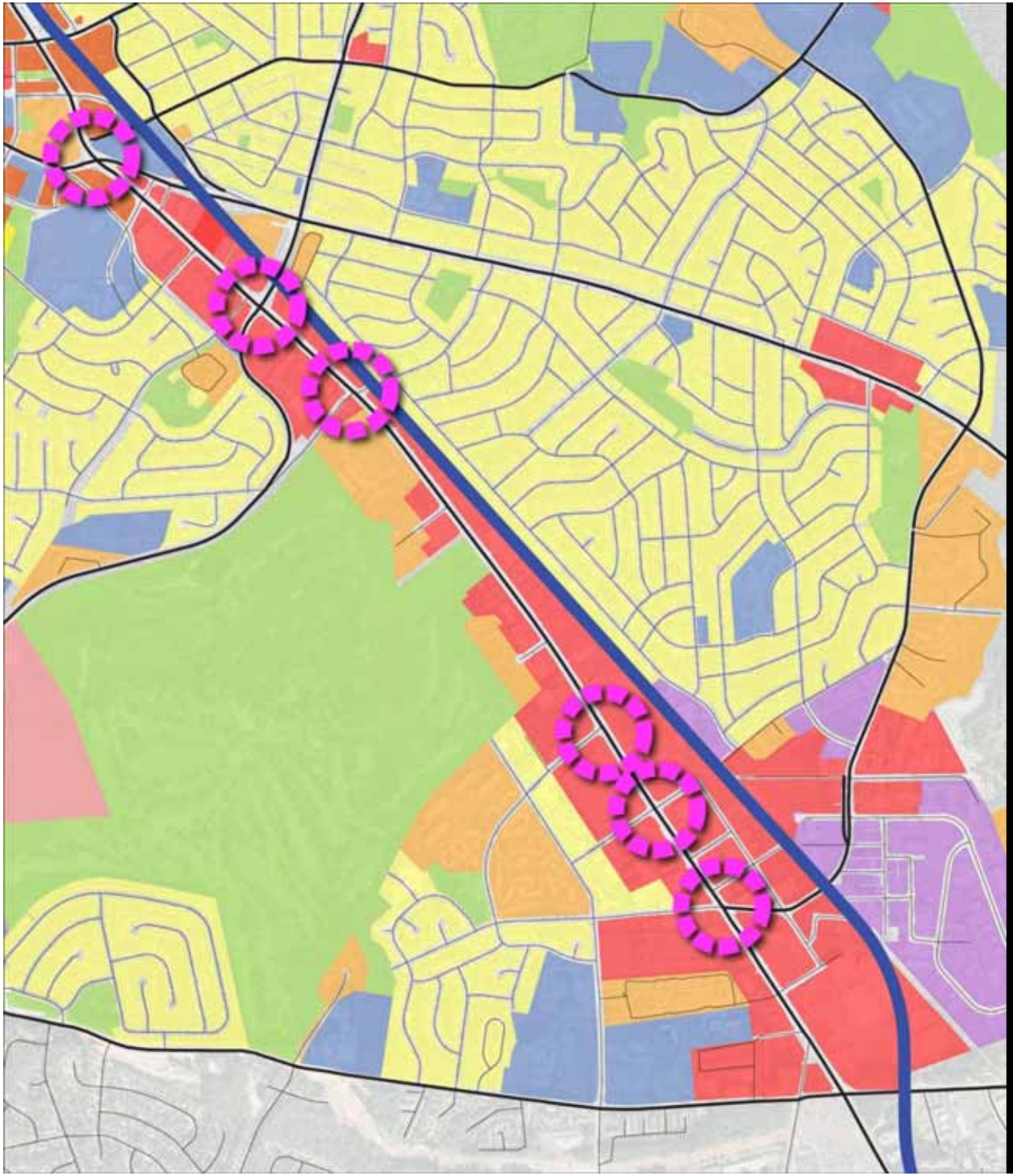
## Effective Network

Limited connections to neighborhoods imply congestion will be worst at these intersections



## Land Use Patterns

Rockville Pike primarily commercial, surrounded by neighborhoods

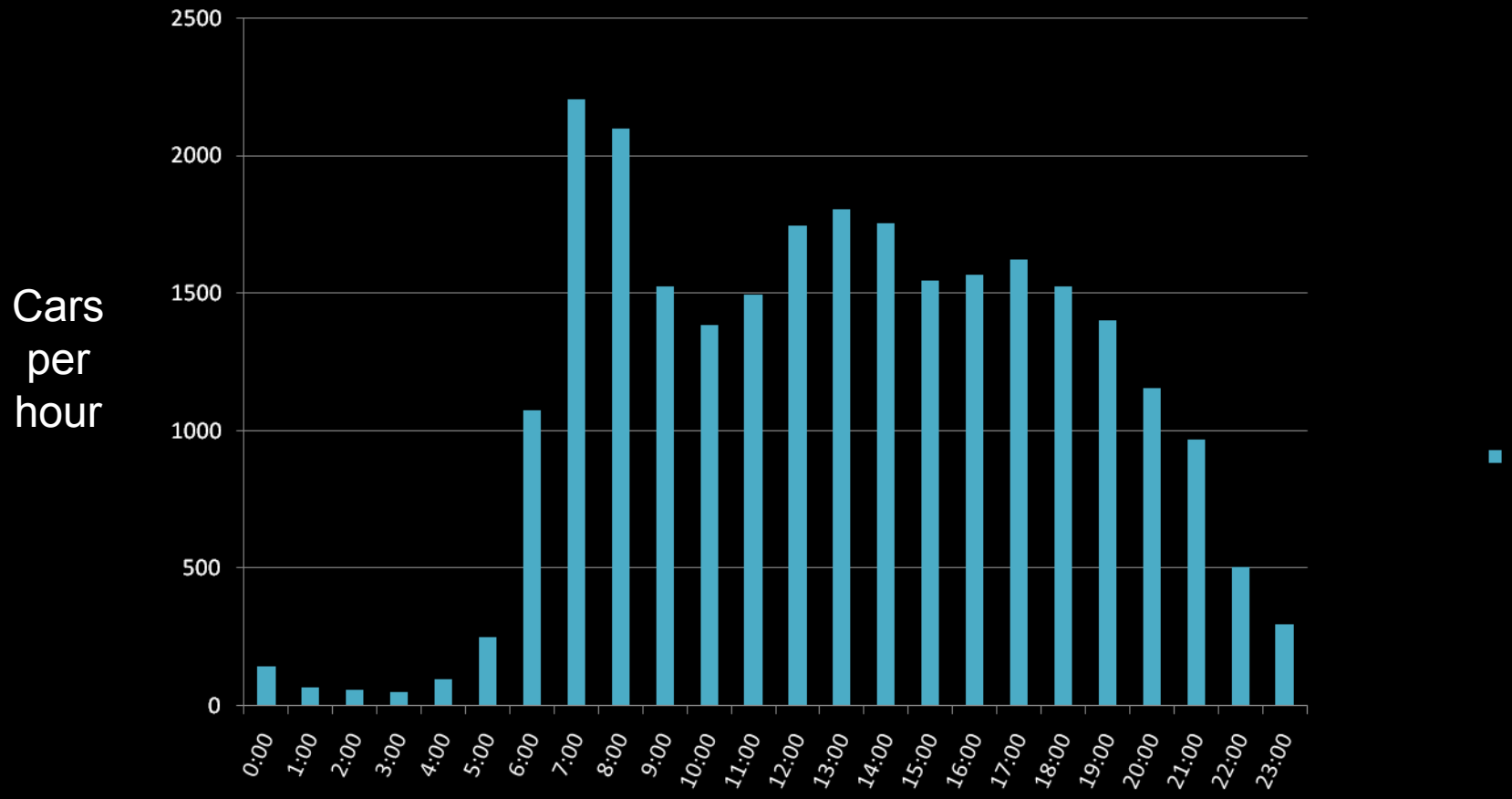


## Land Use Patterns

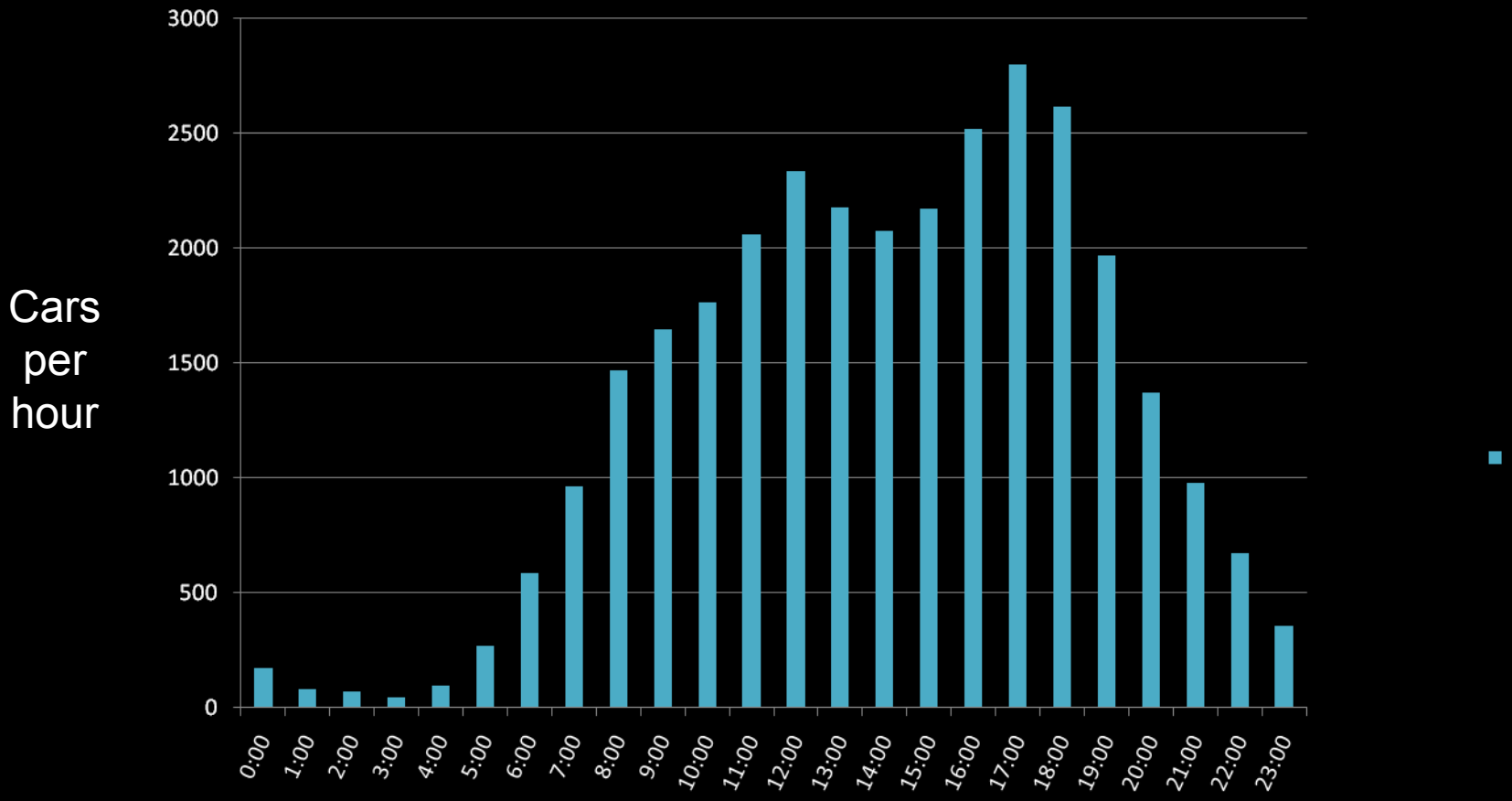
Connections are limited

# Traffic Operations

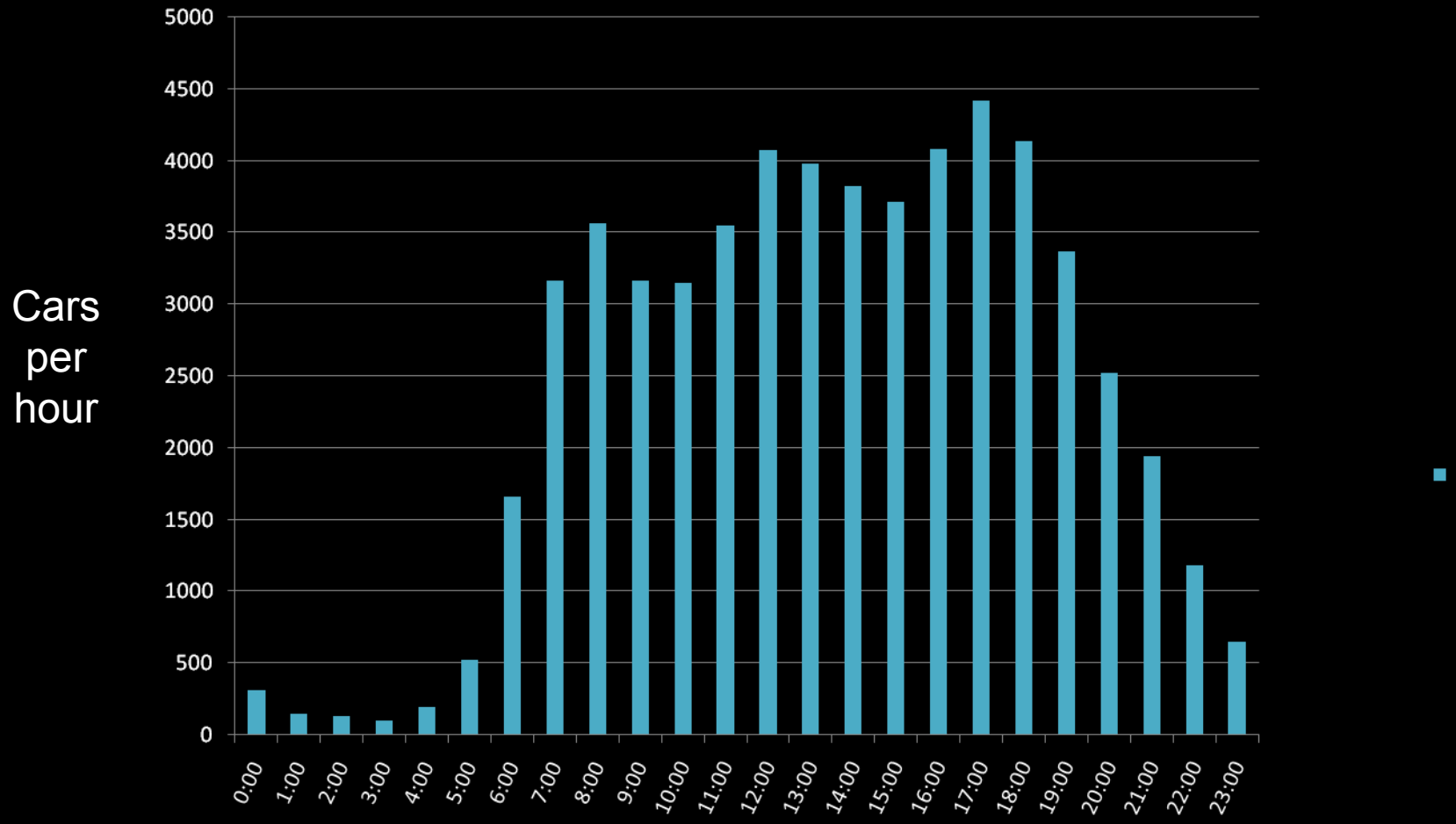
# Traffic in the morning peak (southbound)



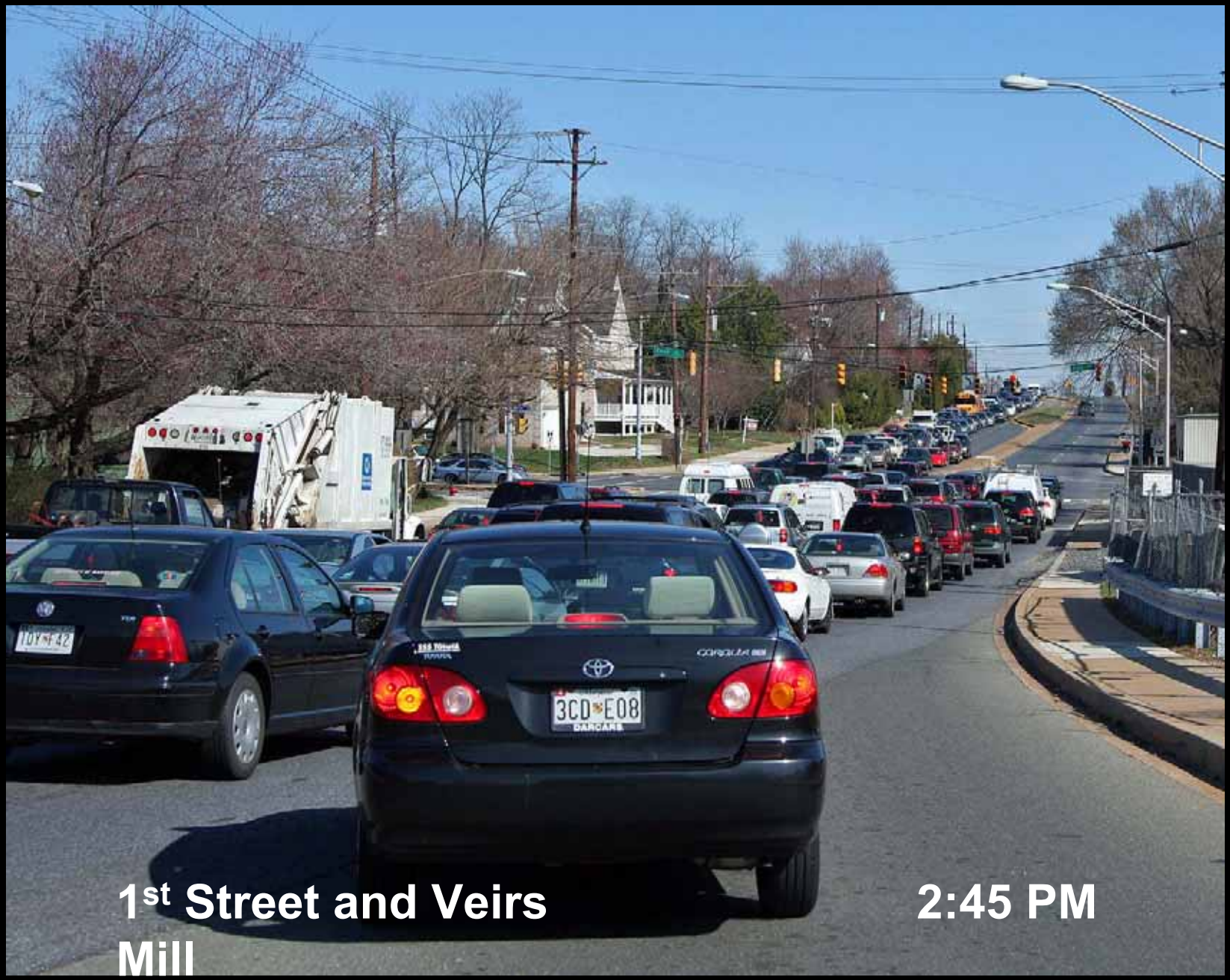
# Traffic in the afternoon peak (northbound)

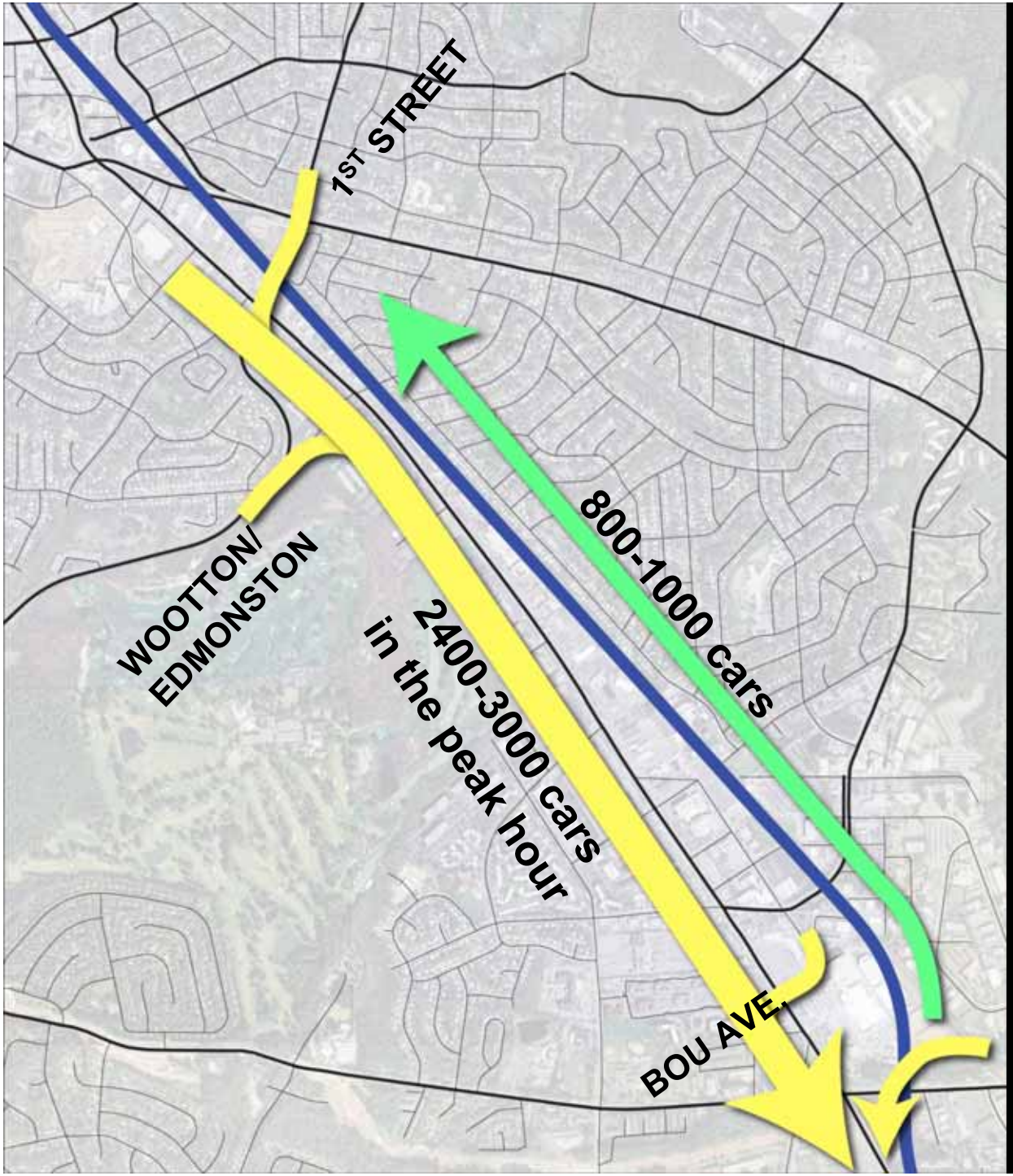


# Traffic in both directions



Rockville Pike 3:15 PM

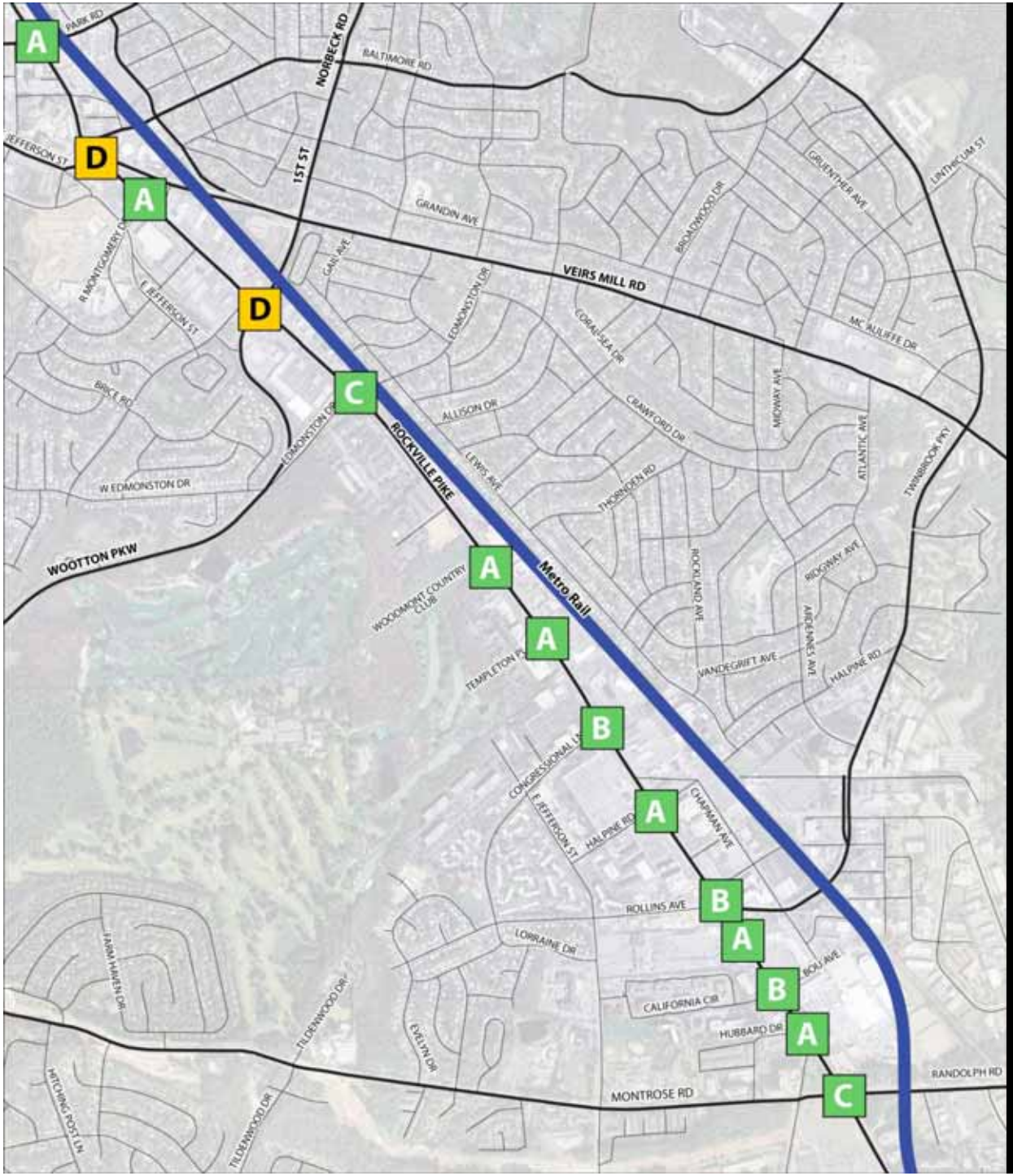

1st Street and Veirs Mill
2:45 PM




## Morning Traffic

Dominant movement is toward Washington

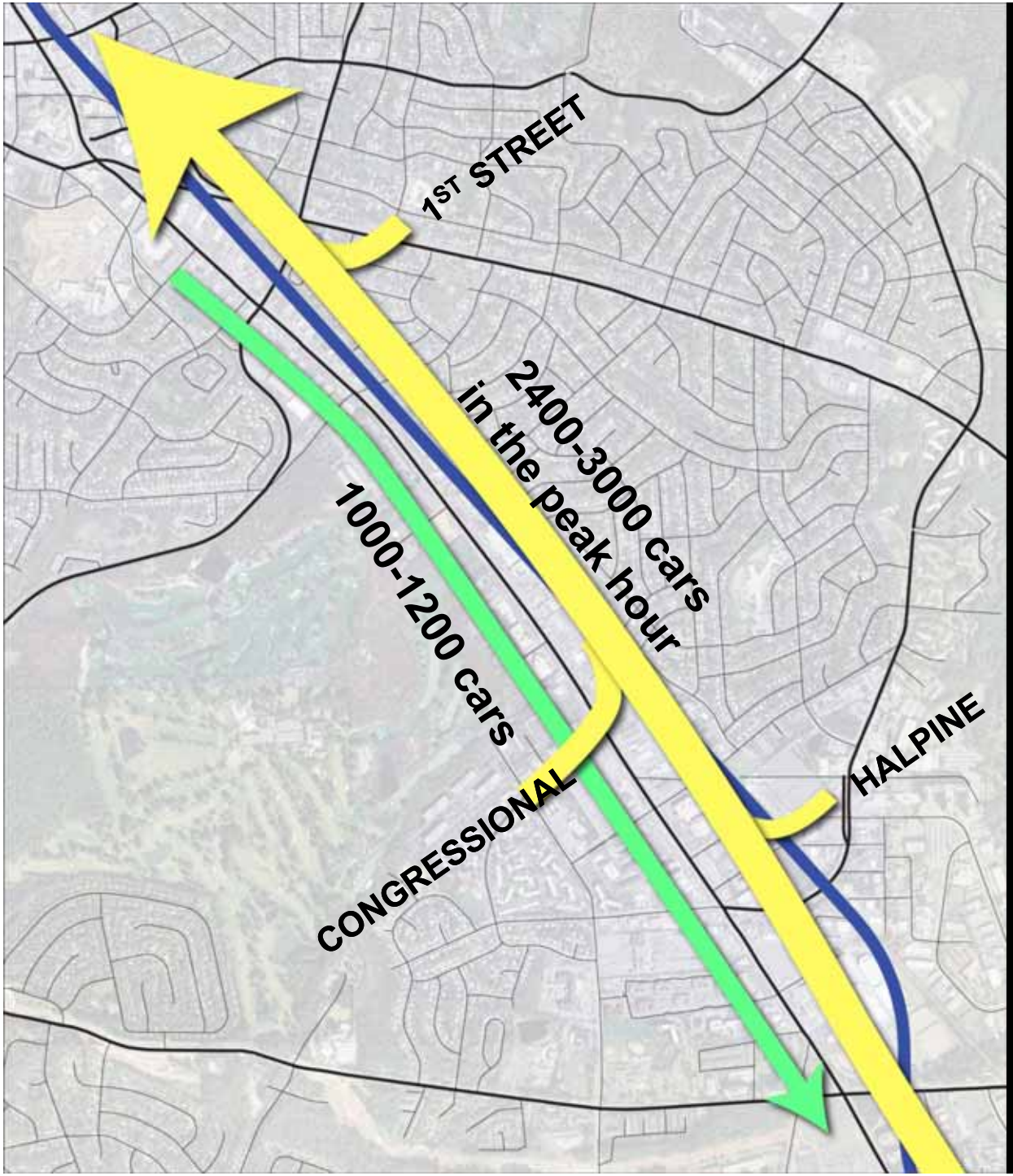
Neighborhood connections add most traffic to this flow




# Morning Traffic

Performance at most intersections shows little delay

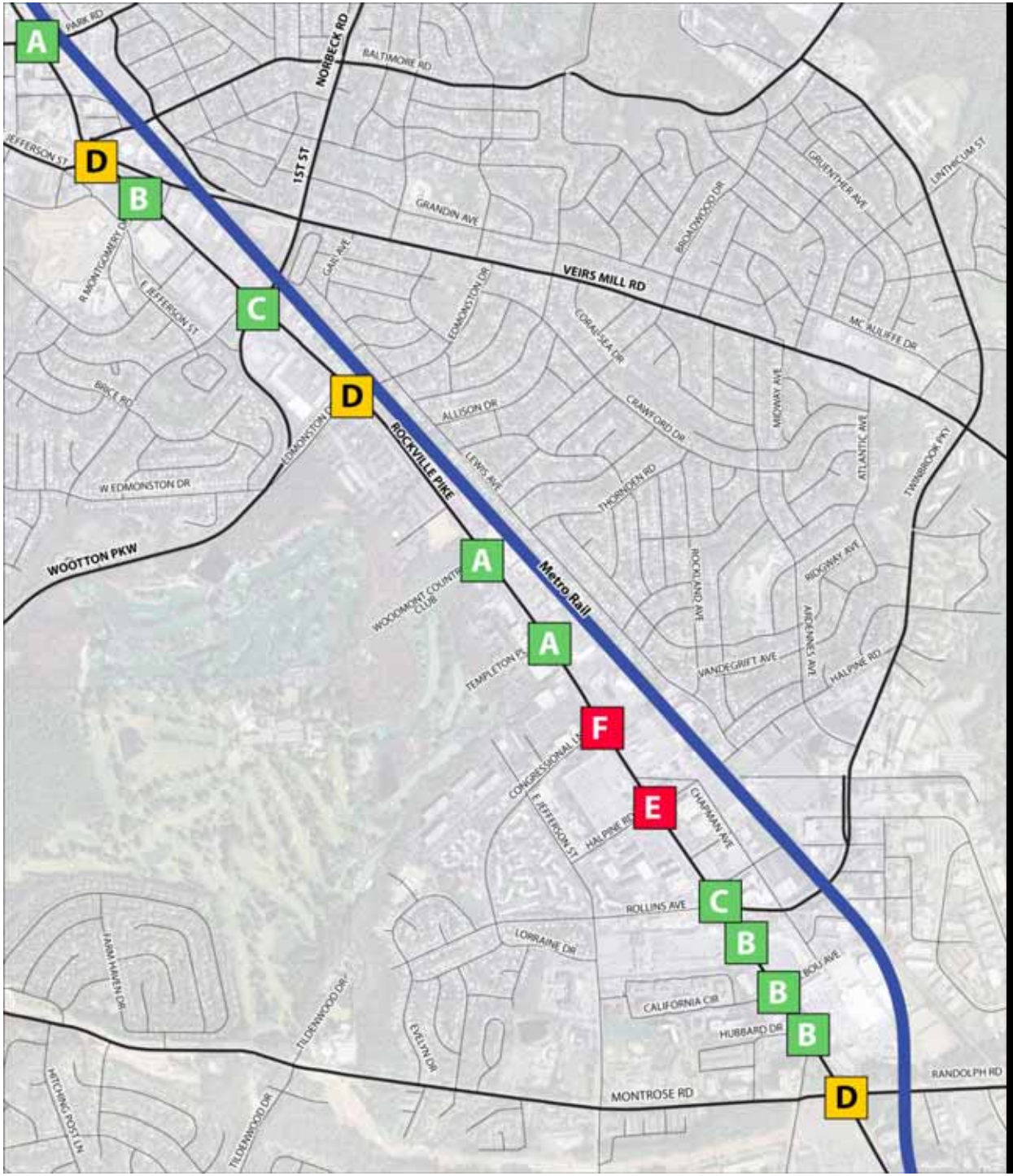
Intersections with most burden connect to neighborhoods, I-270




## Afternoon Traffic

Retail is active during afternoon peak

Traffic added at Halpine, Congressional, 1st St




# Afternoon Traffic

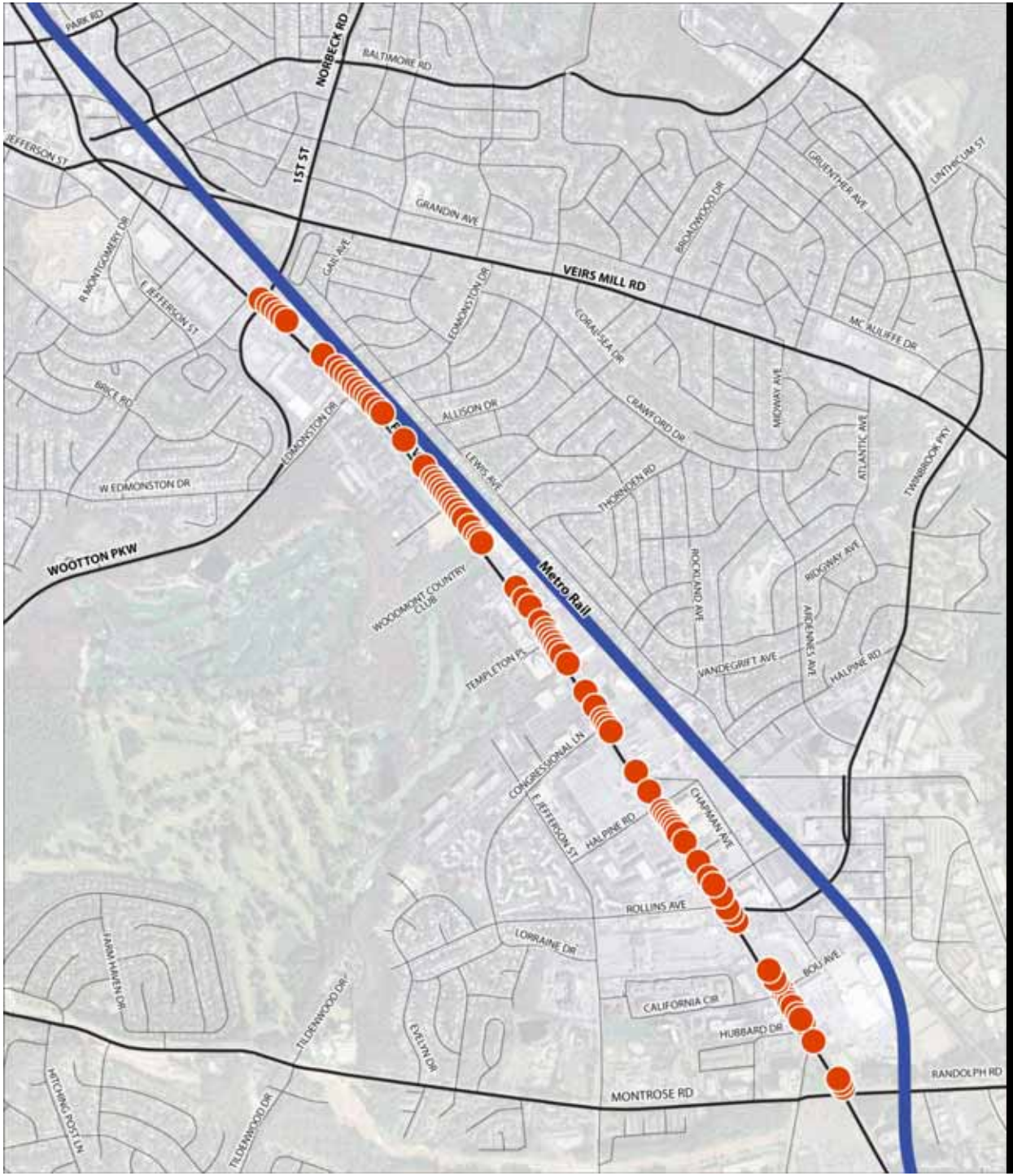
Delay is increased in afternoon due to retail

Intersections with worst overall delay are those connecting back to neighborhoods


AM
PM
Veirs Mill
D
D
Halpin e
A
E
Twinbroo k
B
C
Randolph
C
D


AM
PM
Saturday
Veirs Mill
D
D
F
Halpine
A
E
F
Twinbrook
B
C
F
Randolph
C
D
F

# Safety




# Safety - Crashes

Crashes frequent along the corridor

350 in period from 2004 through 2006

Significantly higher than MD state average

# Street Design

# Street Design

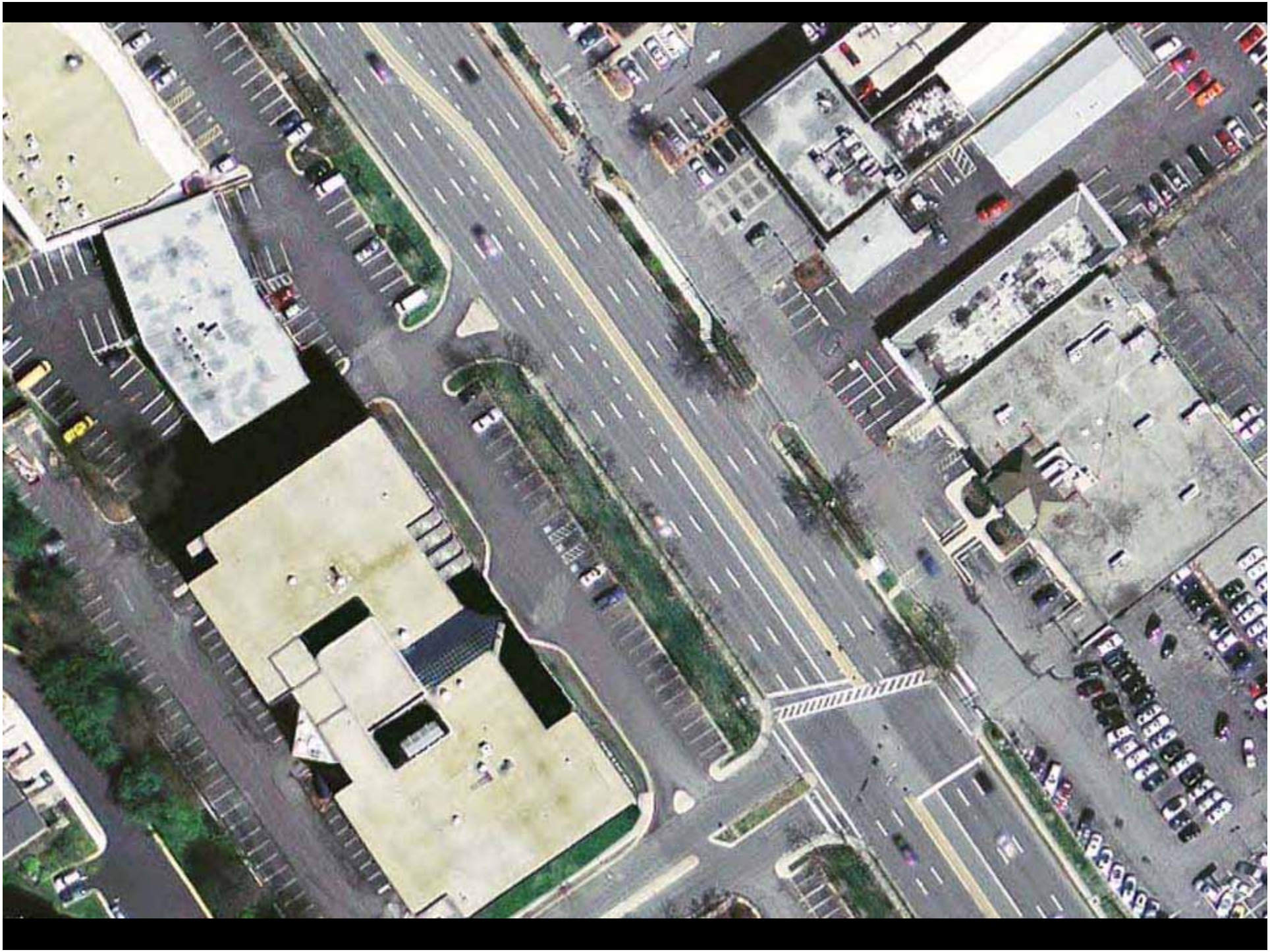
Rockville Pike Street Section - Existing Conditions with dimensions.jpg

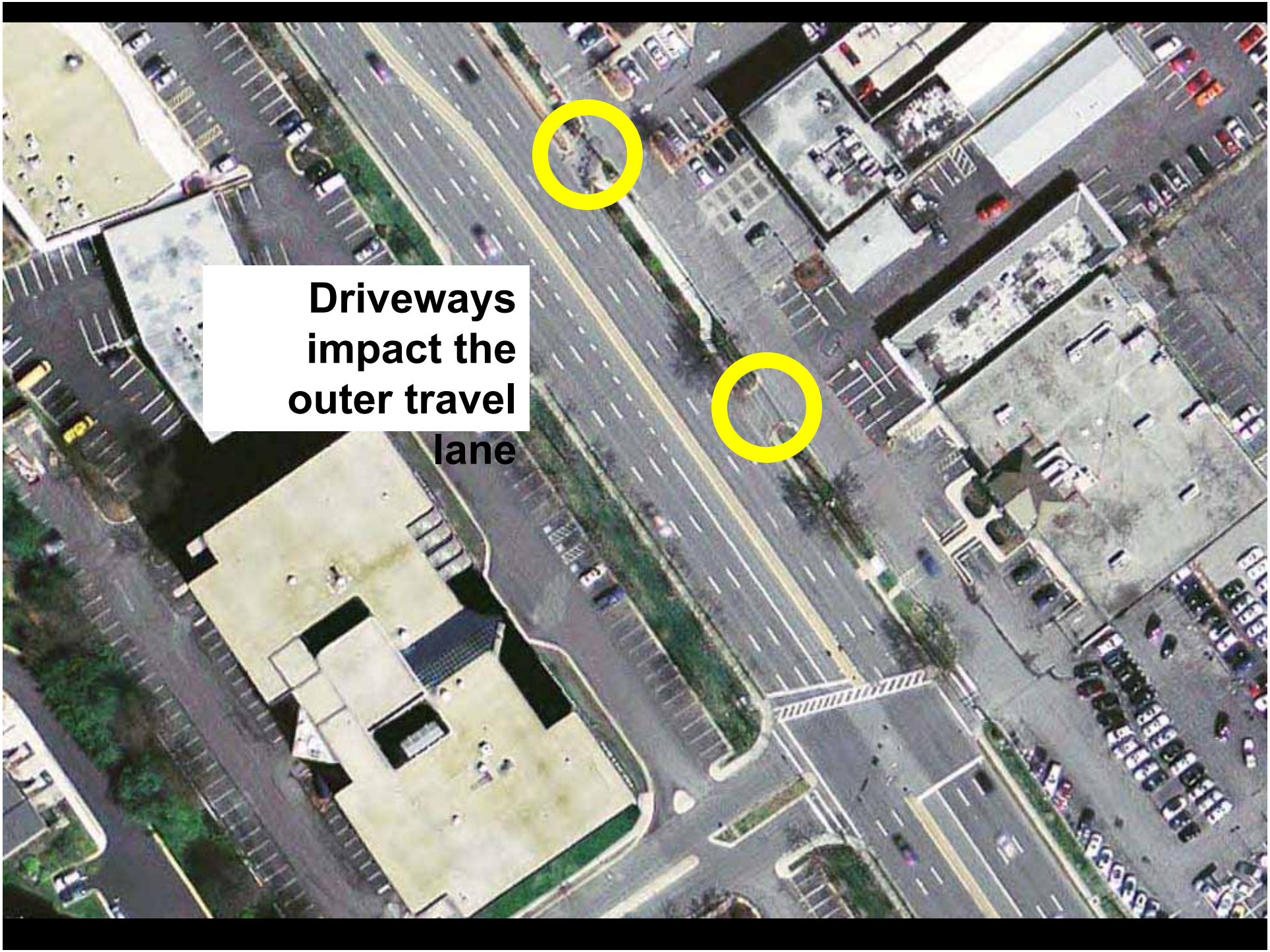
# Street Design

Rockville Pike Street Section - Existing Conditions with dimensions.jpg

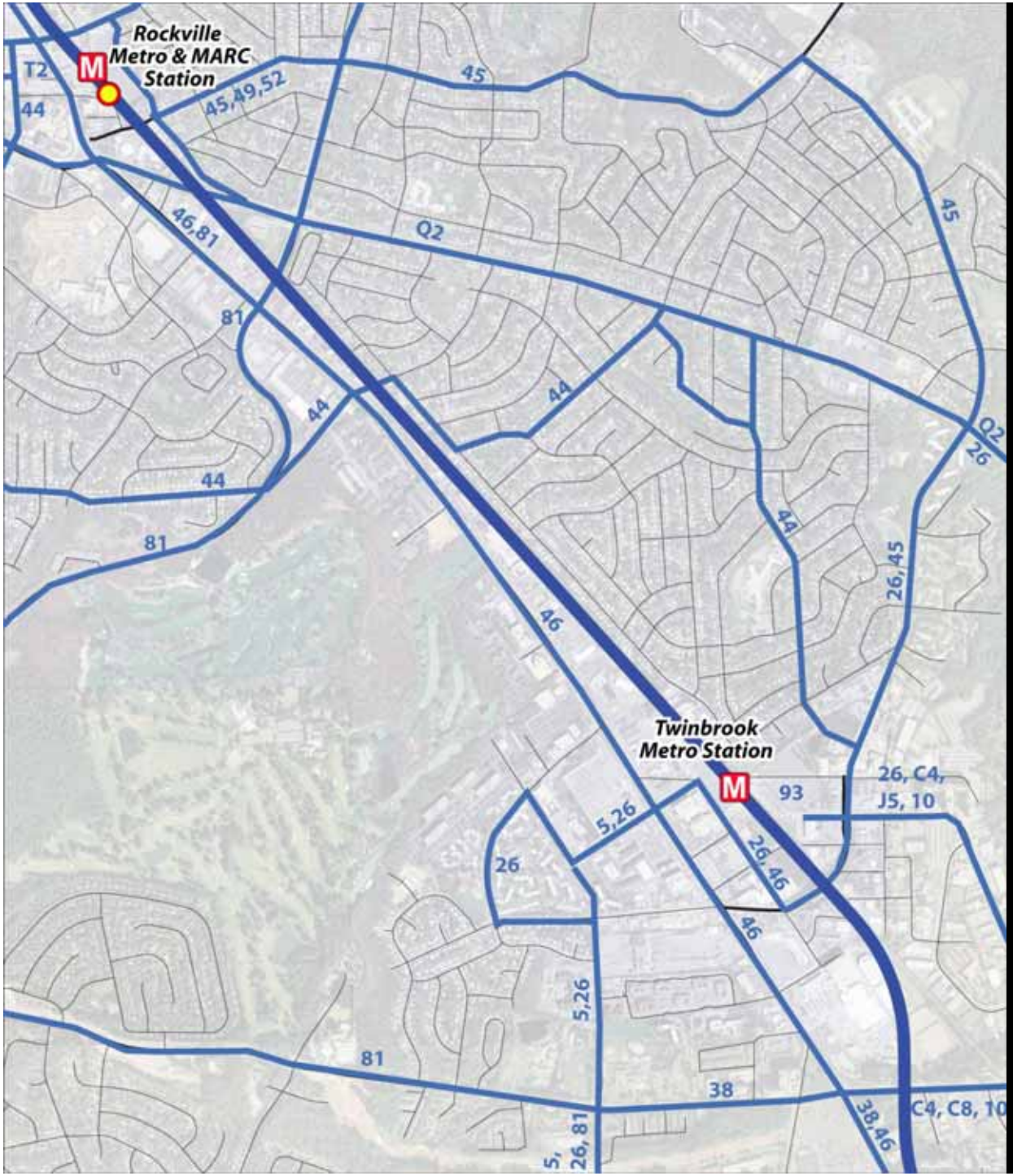
Travel lanes 11.5’ with left turns at intersections and driveways

Most sidewalks 4-5’, close to moving roadway



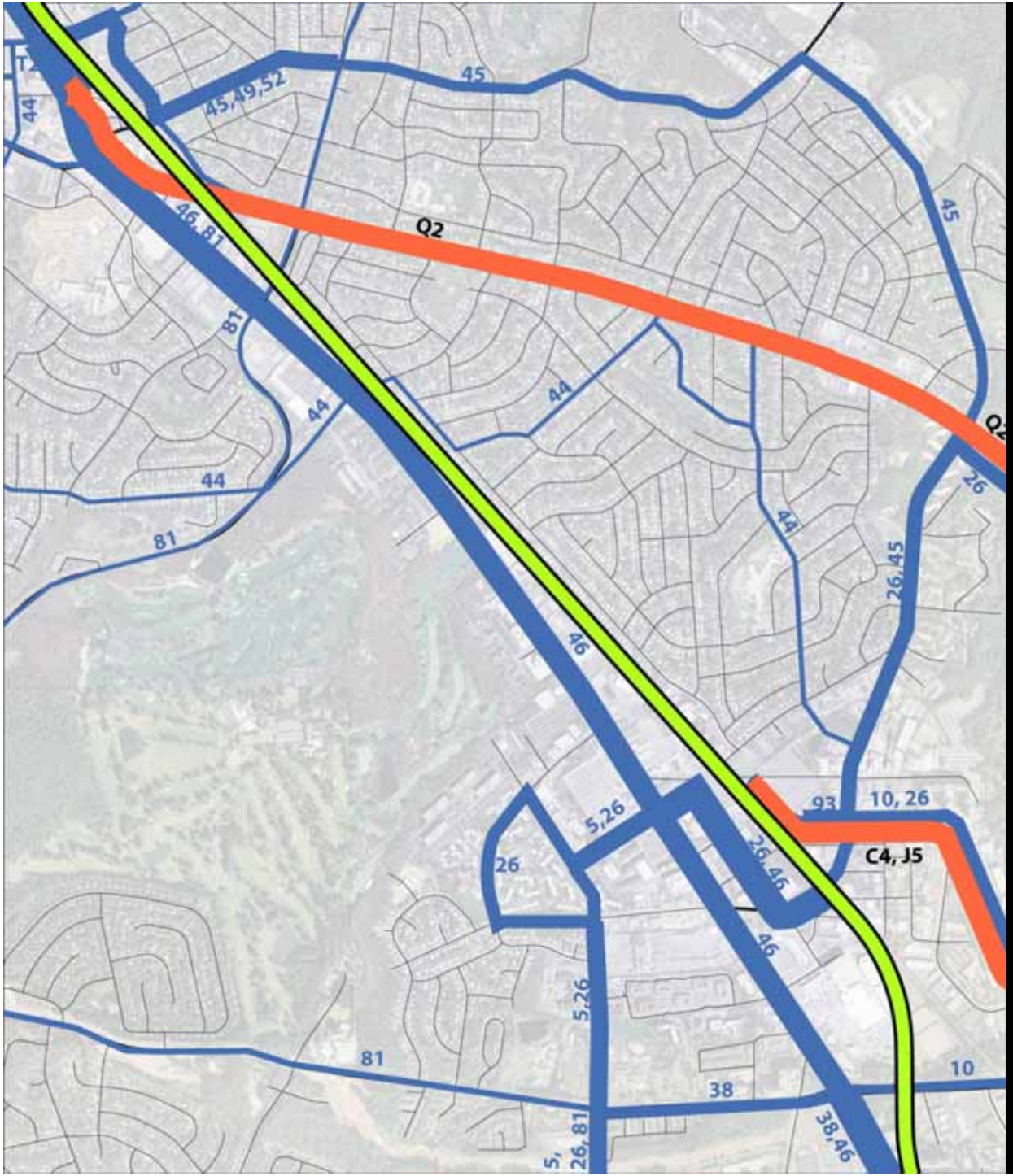

Driveways impact the outer travel lane

# Transit Operations




# Transit Service

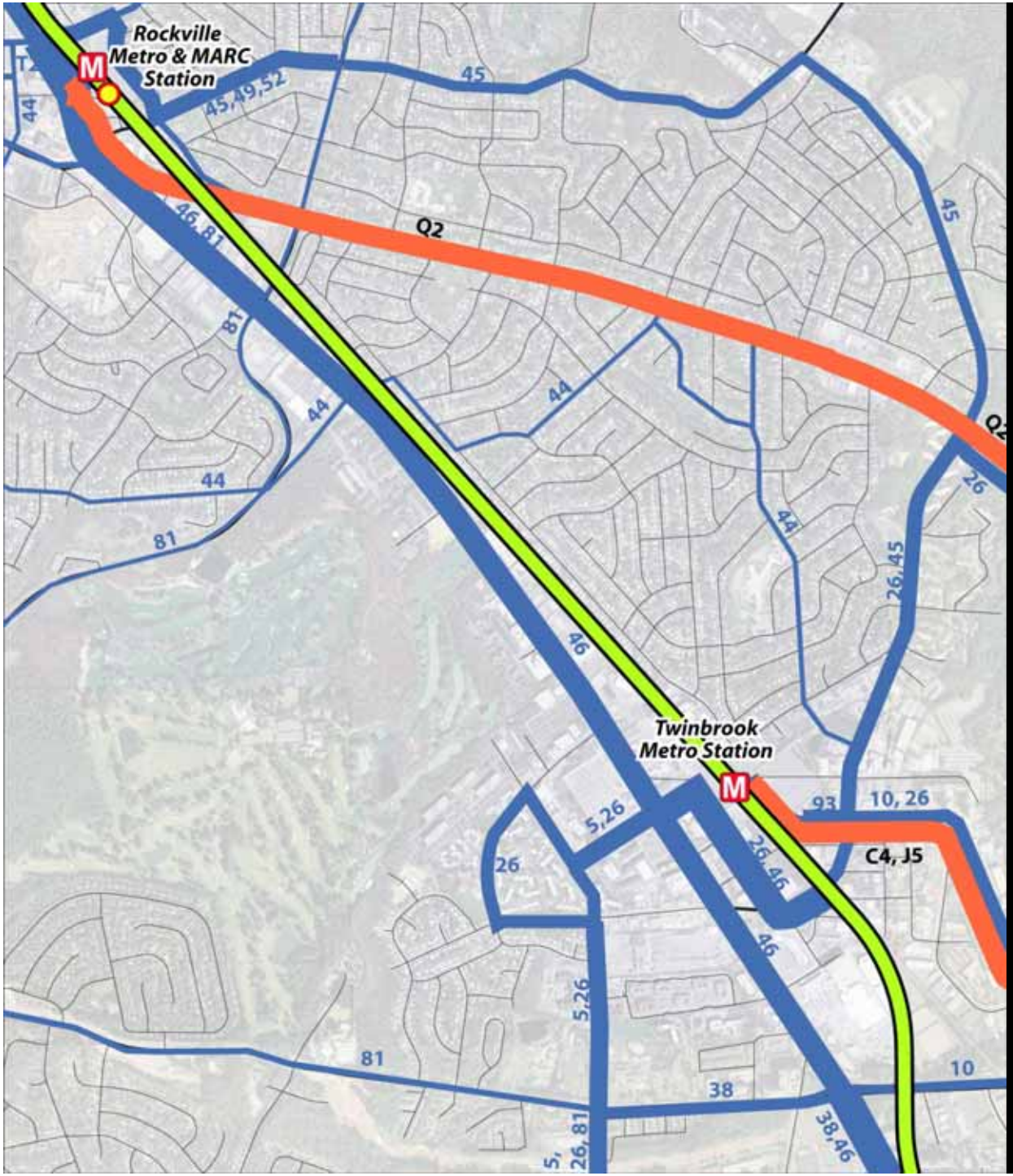
Area is served by Metro Rail (two stations), Metrobus and Ride On bus services




## Transit Service

When frequency of service is considered, only major through routes are used

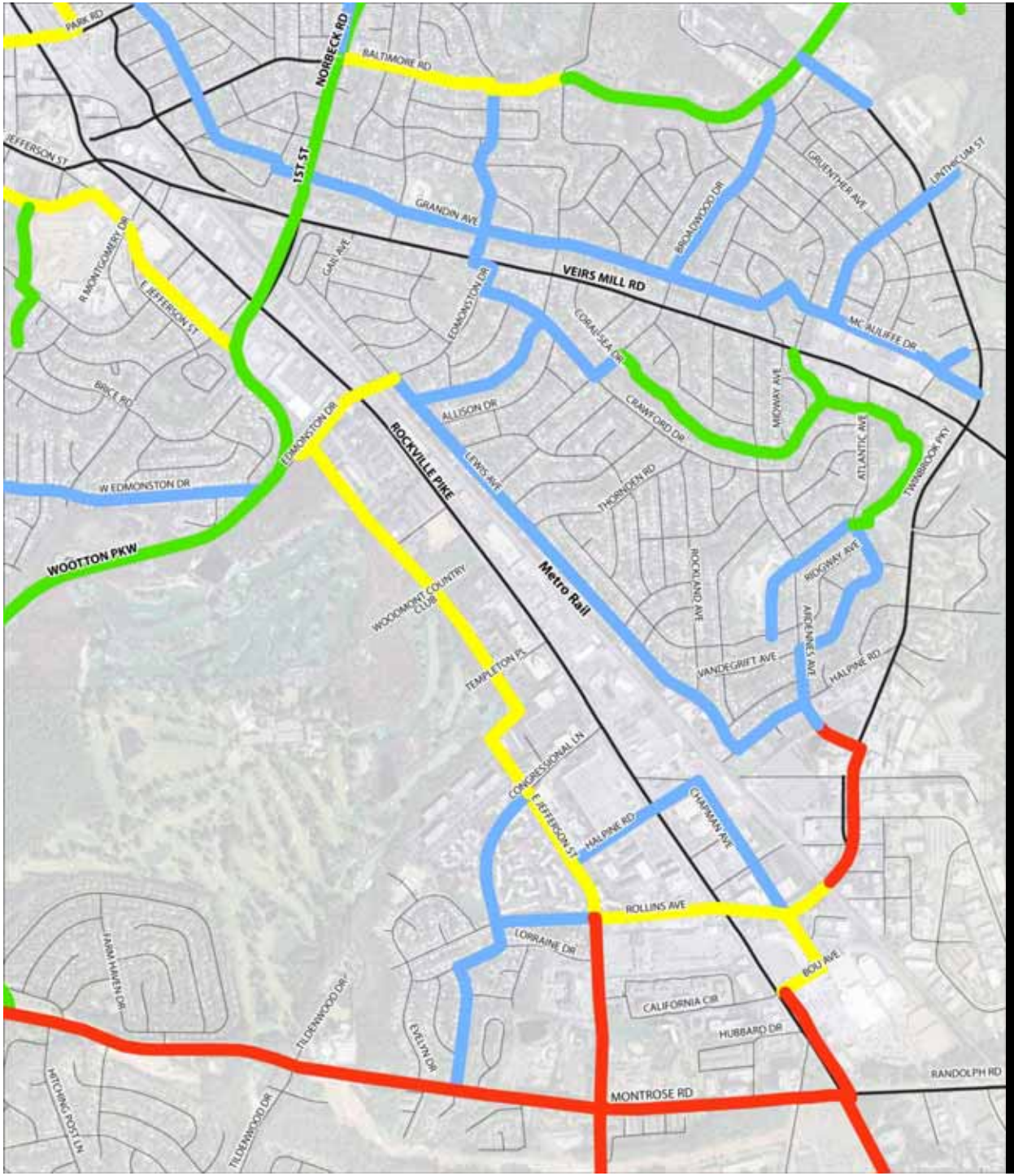
Use of neighborhood streets inefficient due to limited rail crossings




# Transit Service

Main service ties primarily to station areas

# Bicycle Facilities




## Bicycle Options

Multiple facility types to connect neighborhoods and provide recreational and commuter options

- Proposed bikeway
- Off-street path
- Trail
- Signed Bike Route

*Wootton Parkway*

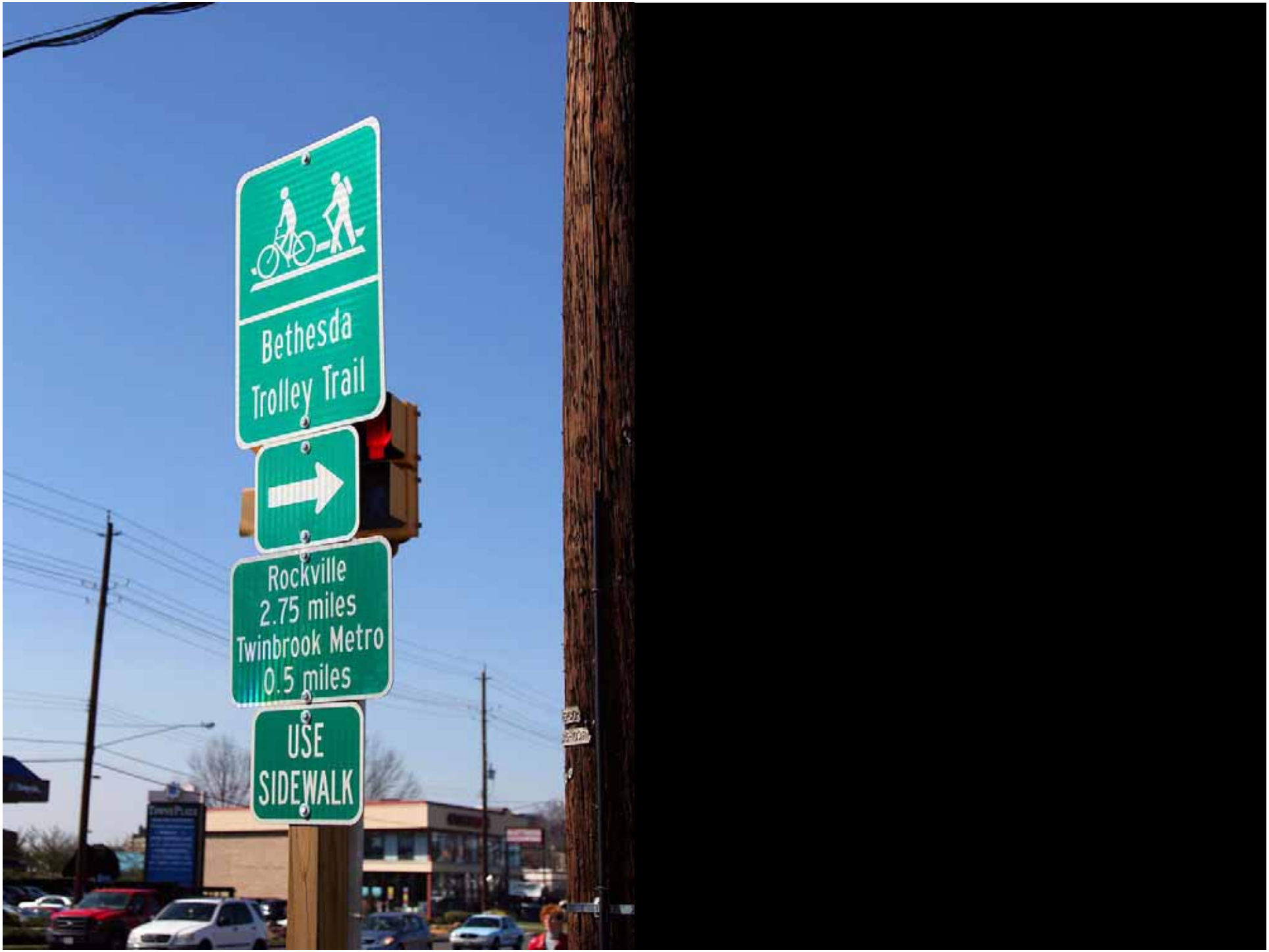
## Bicycle Options

Shared-use trails off street

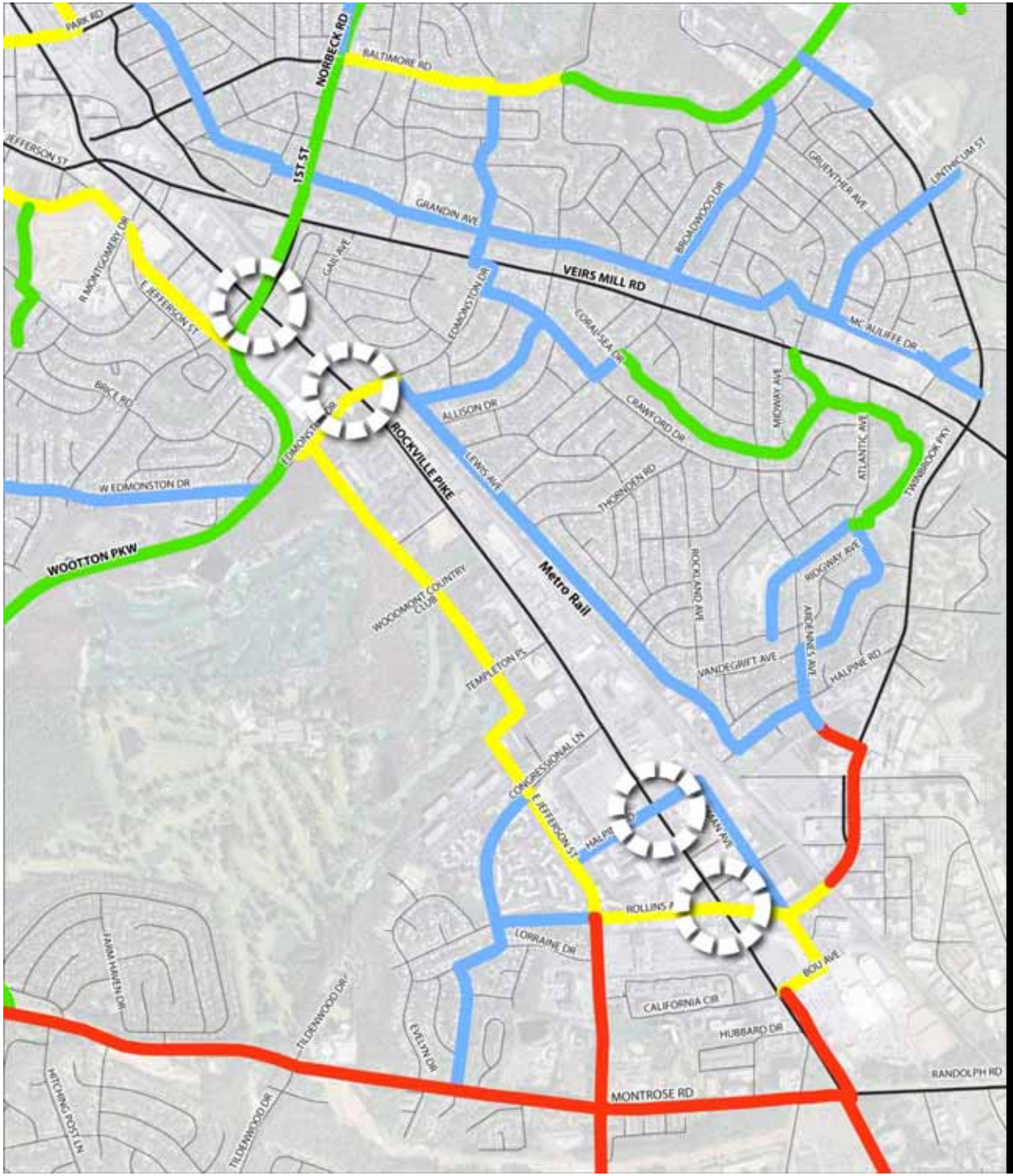
Part of Bicycle Master Plan's Beltway


## Bicycle Options

Route System for connection through Montgomery County

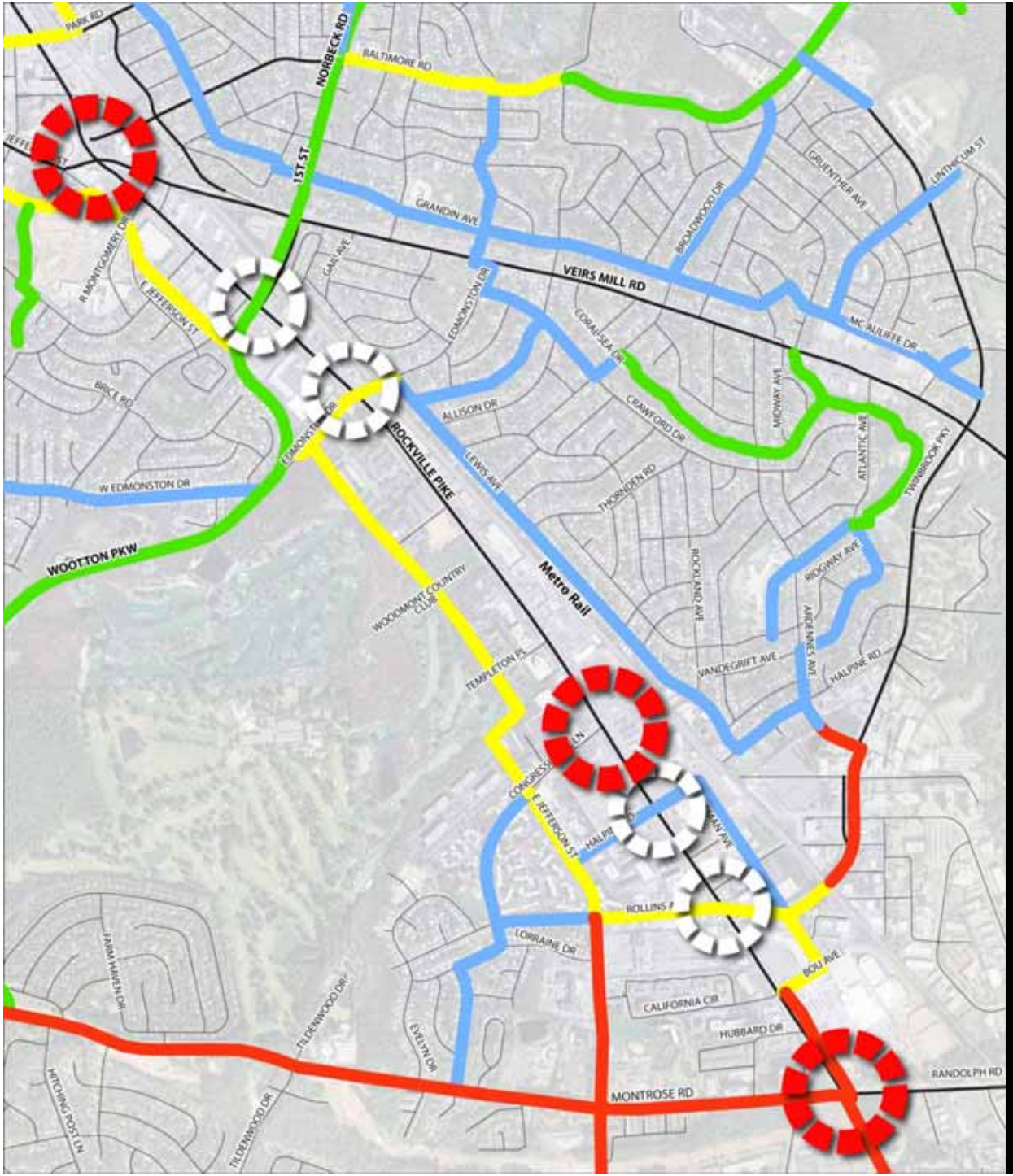

Bethesda
Trolley Trail
Rockville
2.75 miles
Twinbrook Metro
0.5 miles
USE
SIDEWALK


Bethesda
Trolley Trail
Rockville
2.75 miles
Twinbrook Metro
0.5 miles
USE
SIDEWALK
Office DEPOT
BAGEL CITY
CATHERINE'S




# Bicycle Options

Major crossings utilized in plan, but not connected to Rockville Pike



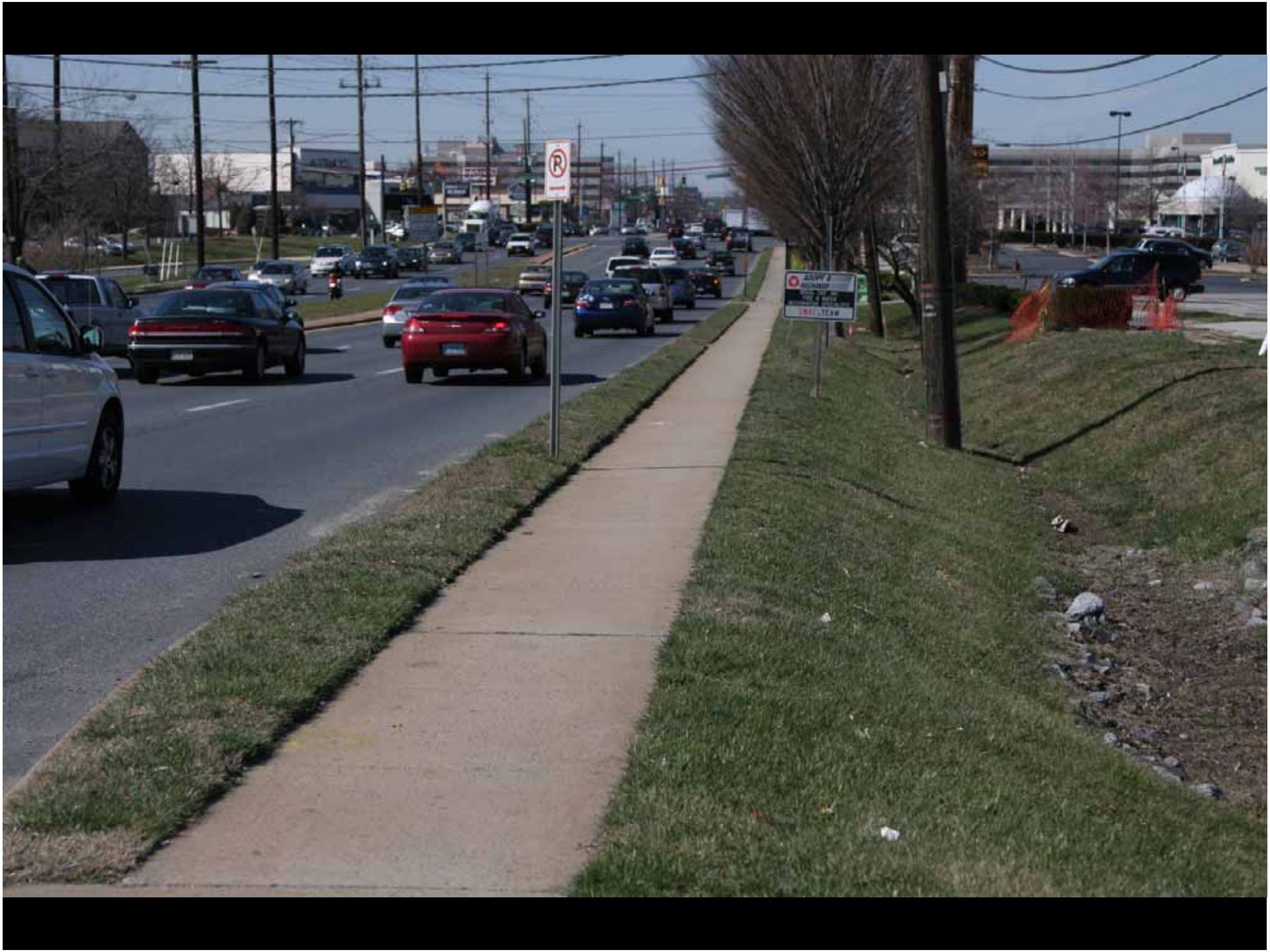

# Bicycle Options

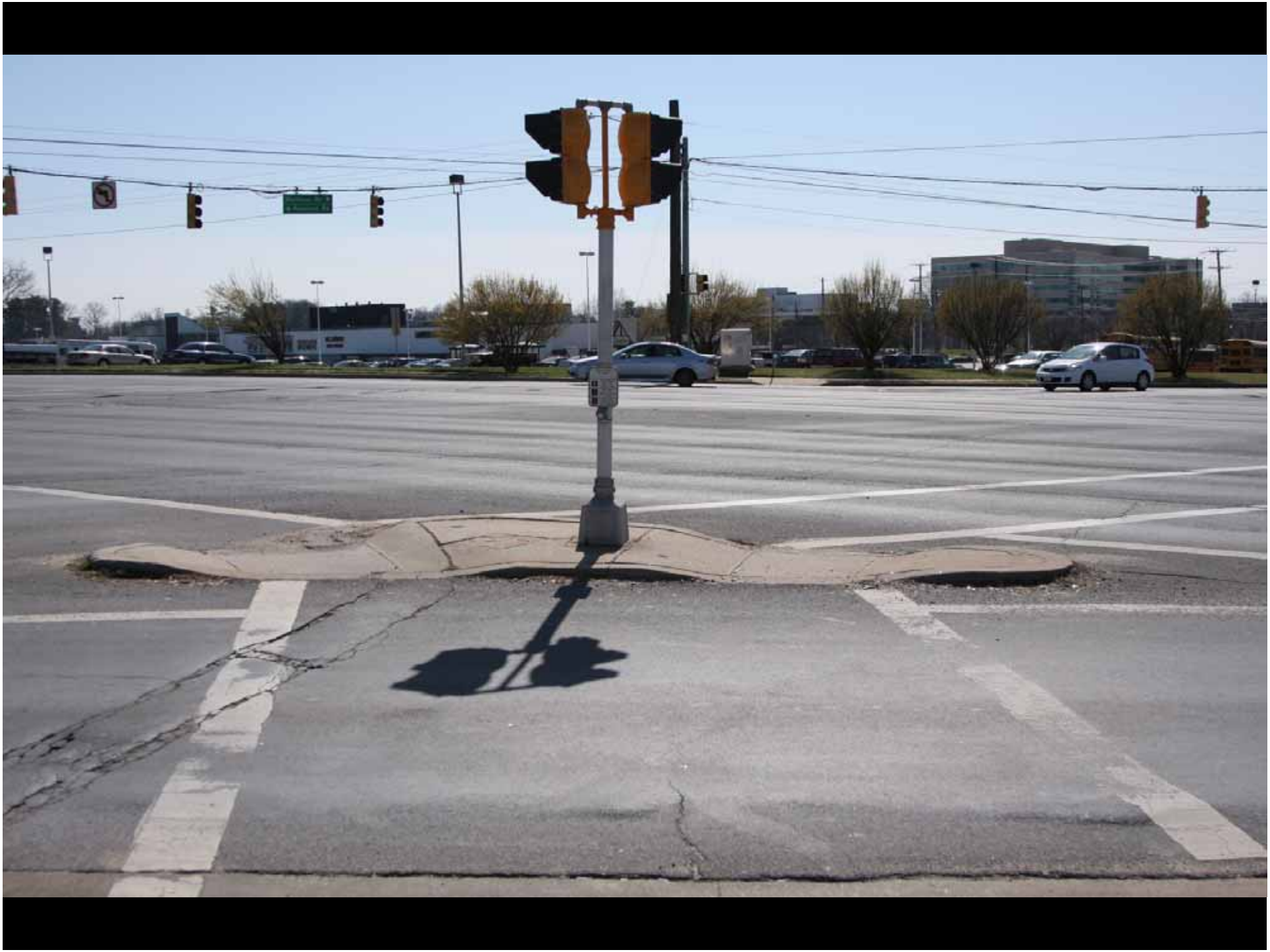
Intersections with heavy traffic and complicated geometry avoided

# Pedestrian Environment

# OUR TOWN U.D.OT. RECALIBRATES THE SIGNAL LIGHTS...


Got Gunk?
Use Shell
Regular 336
Plus 352
SALE



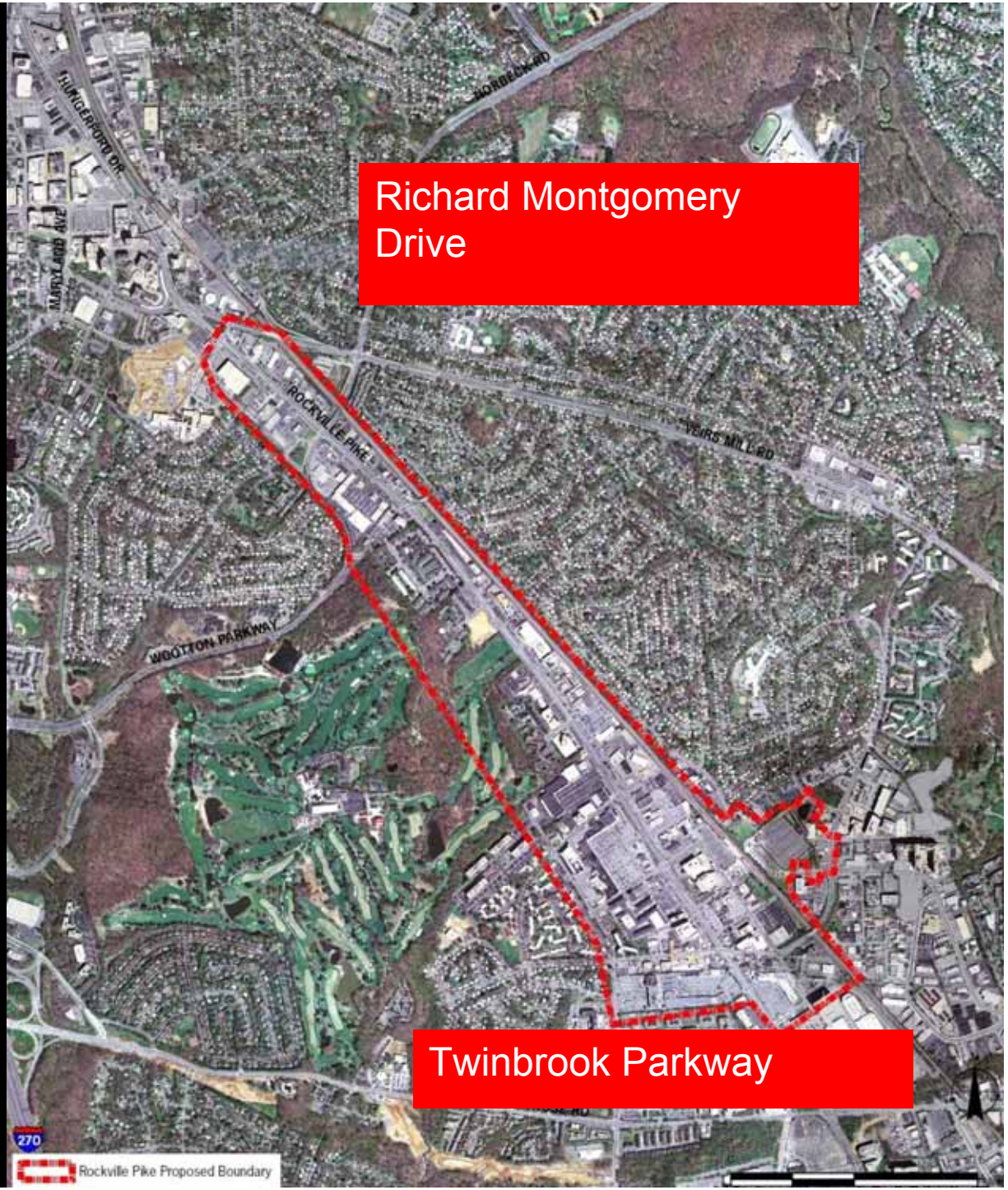


# Land Use Analysis

*General Characteristics*

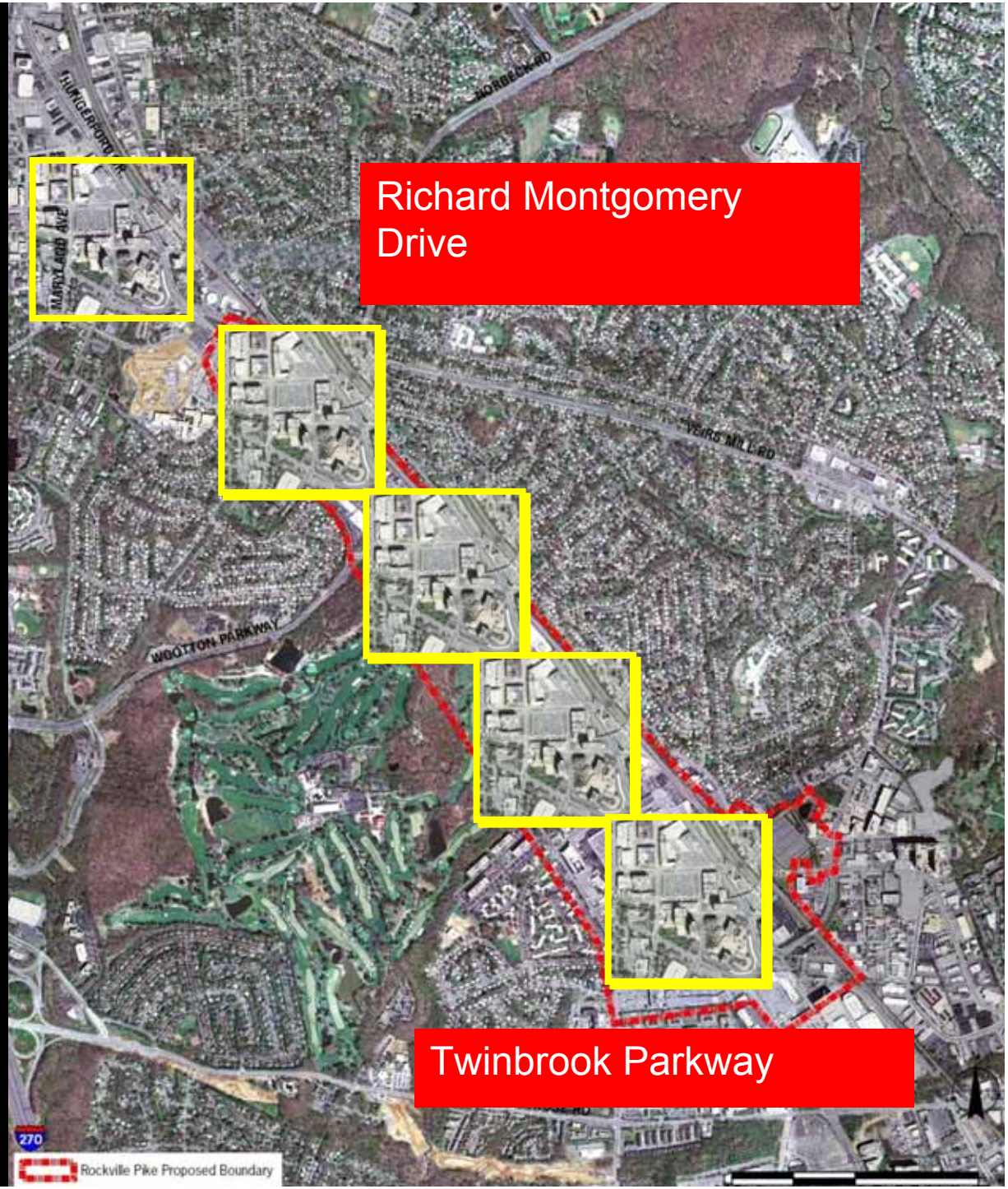
# Overview

- *410 Acres*
- *2.2 miles long*



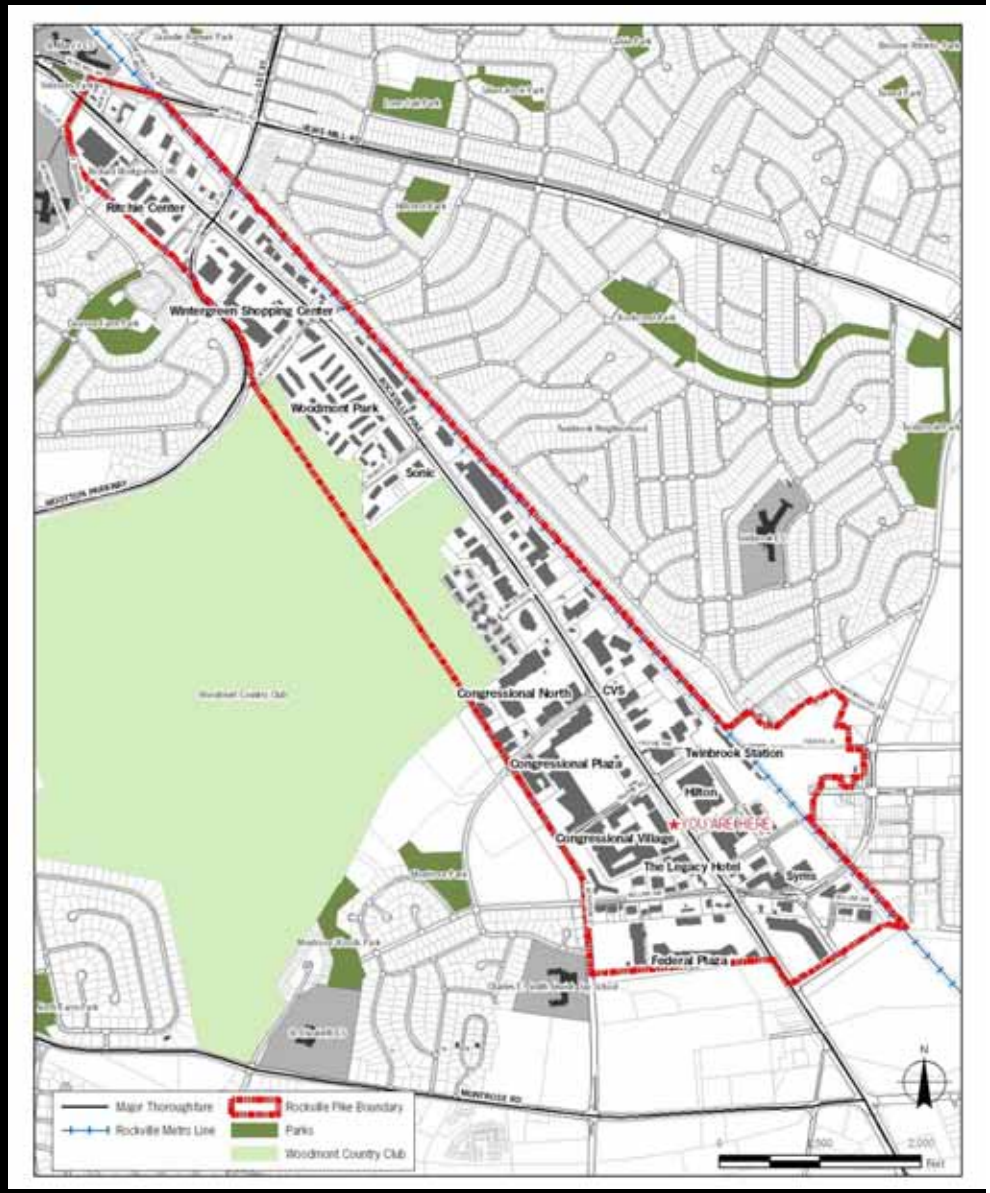
# Overview

- ***How big is that really?***



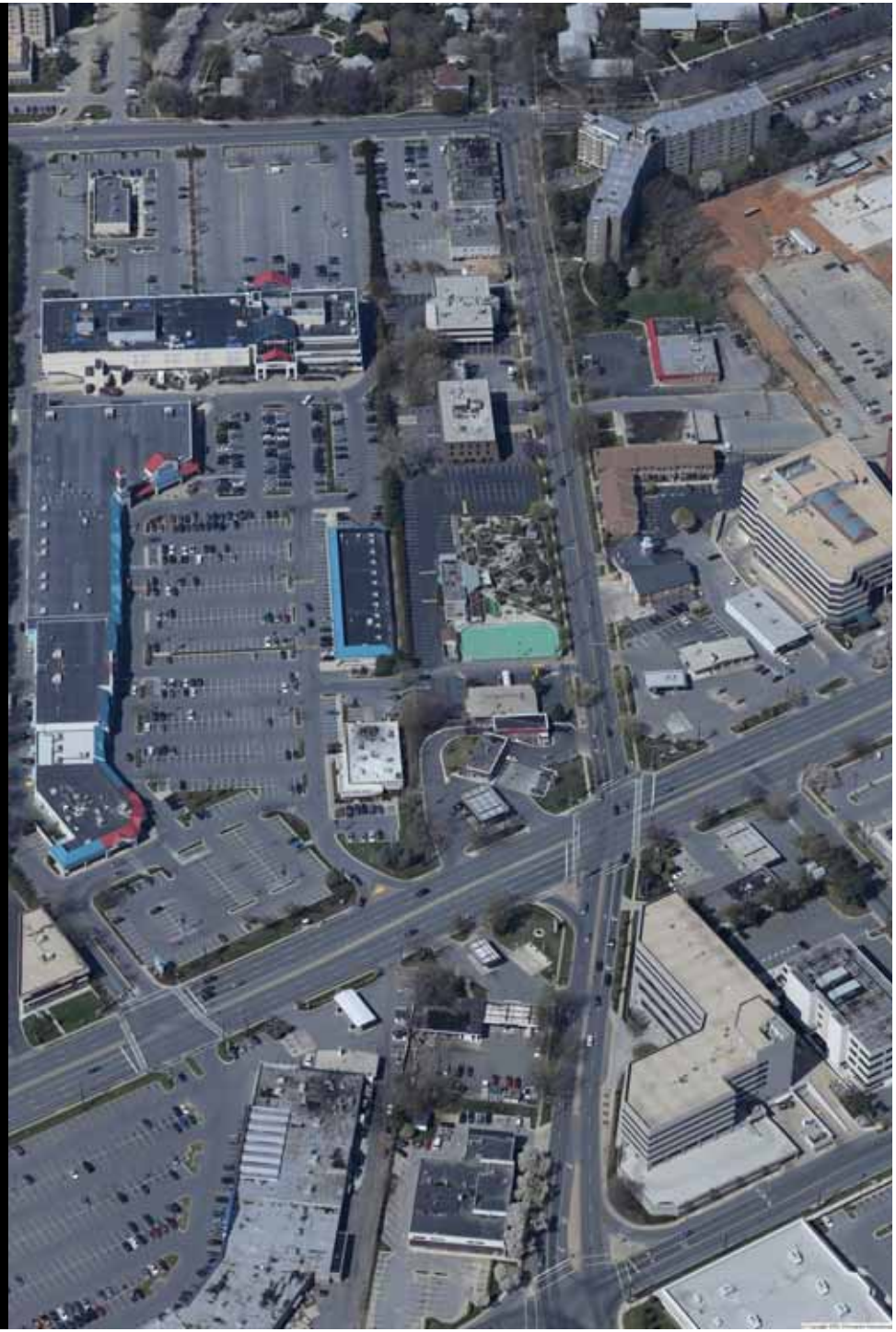
# Land is generally fragmented…

- *There are 262 parcels along the Corridor*
- *Lack of coherence in the Corridor appearance*
- *Makes the assemblage of larger areas challenging*



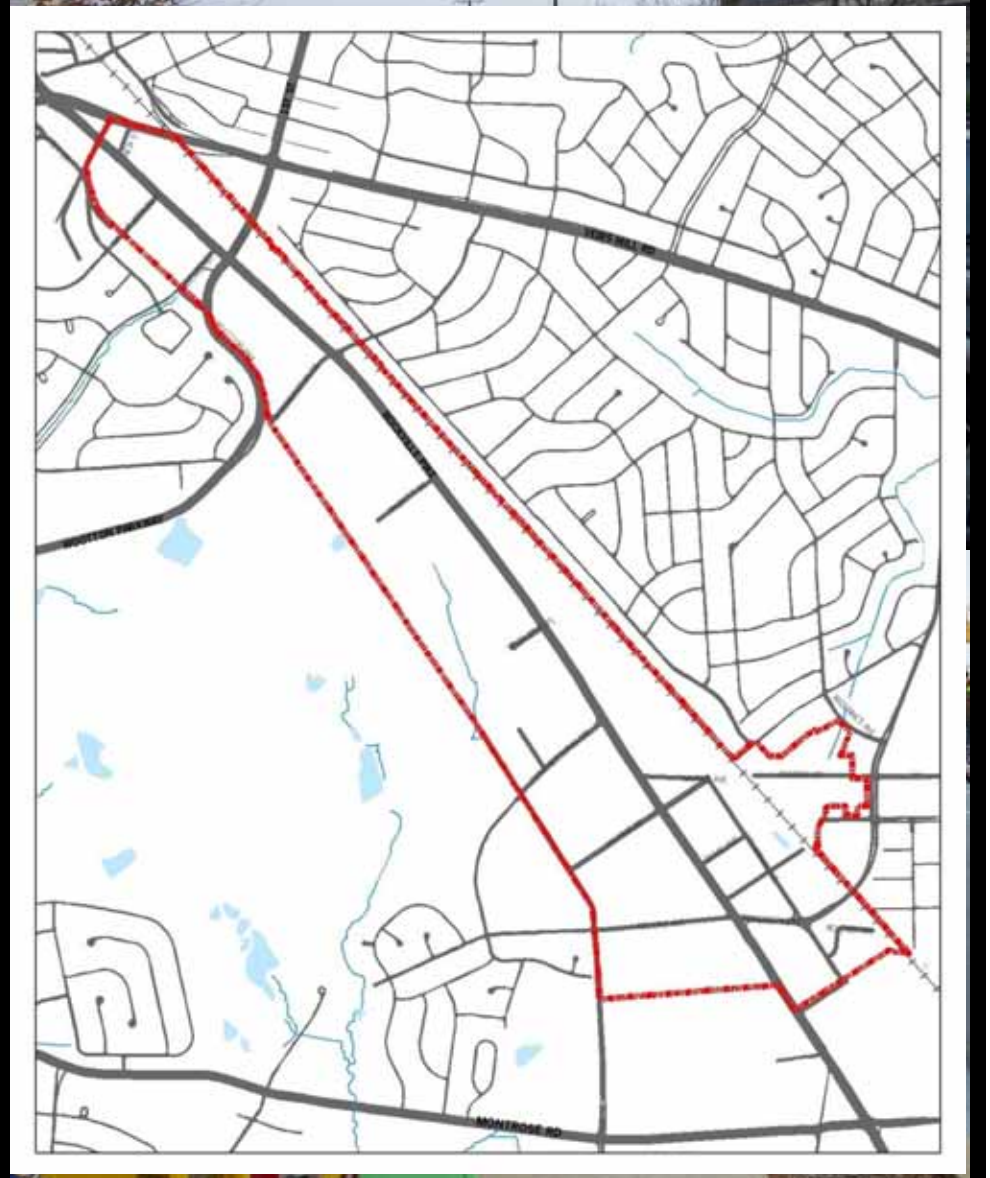
# Uses are segregated…

- ***The predominant land use pattern along the Corridor is in the form of single use parcels***



# Transportation is second…

- ***Road and rail right of ways account for more than 20% of the Corridor's land***




# Residential uses are limited…

- ***Residential uses make up 12 percent of the total study area (there are four residential developments within the study area)***

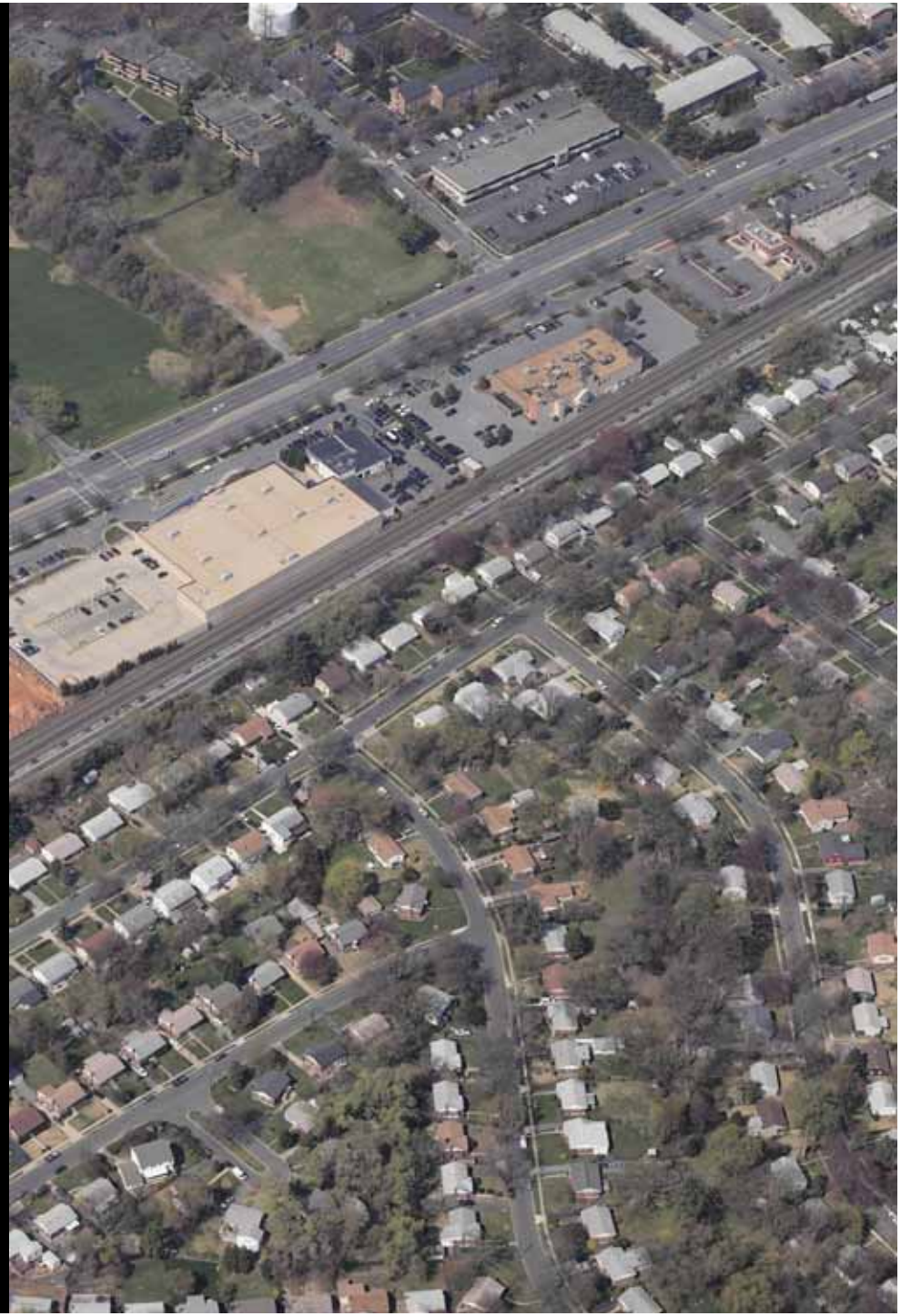
## Public open space is non existent…

- *There is only a trace of land designated as public open space (0.01%)*
- *Private recreational uses make up 9% of the total area*

# Access is limited…

- ***Even though there are several neighborhoods within ¼ mile of the Corridor, access from these neighborhood is drastically restricted by the Metro line and by the Woodmont Country Club***

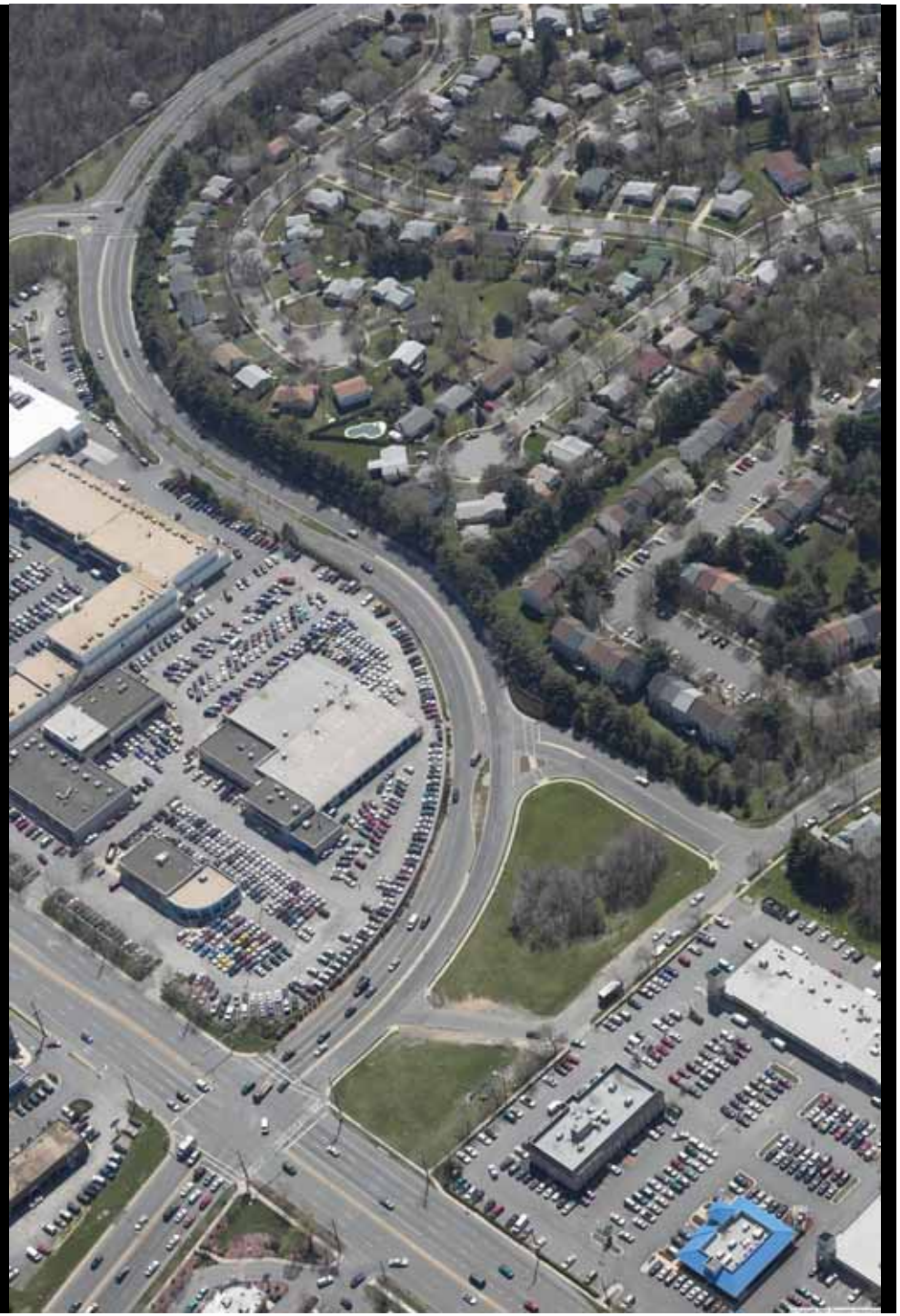
At South Talbot



# Access is limited…

- ***Neighborhood development patterns to the west of the Corridor further limits access***

At Wootton



# It is mostly pavement…

- ***Over 60 percent of the study area is impervious and covered by pavement and buildings***

At Rollins

# It is mostly pavement…

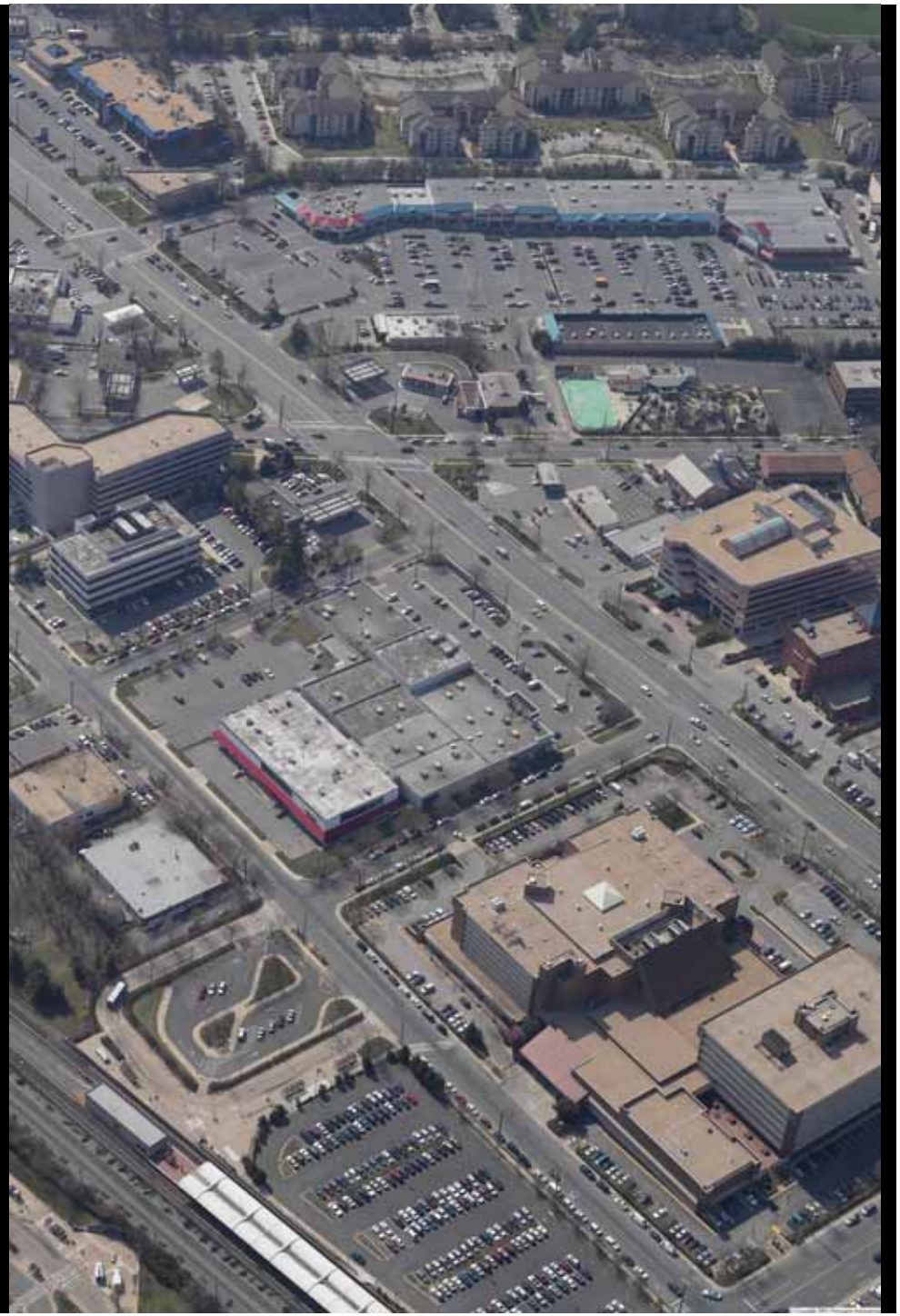
- ***Pavement covers nearly 71 percent of the total impervious surface area (approximately 43 percent of the total area)***

At Templeton

# It is mostly pavement…

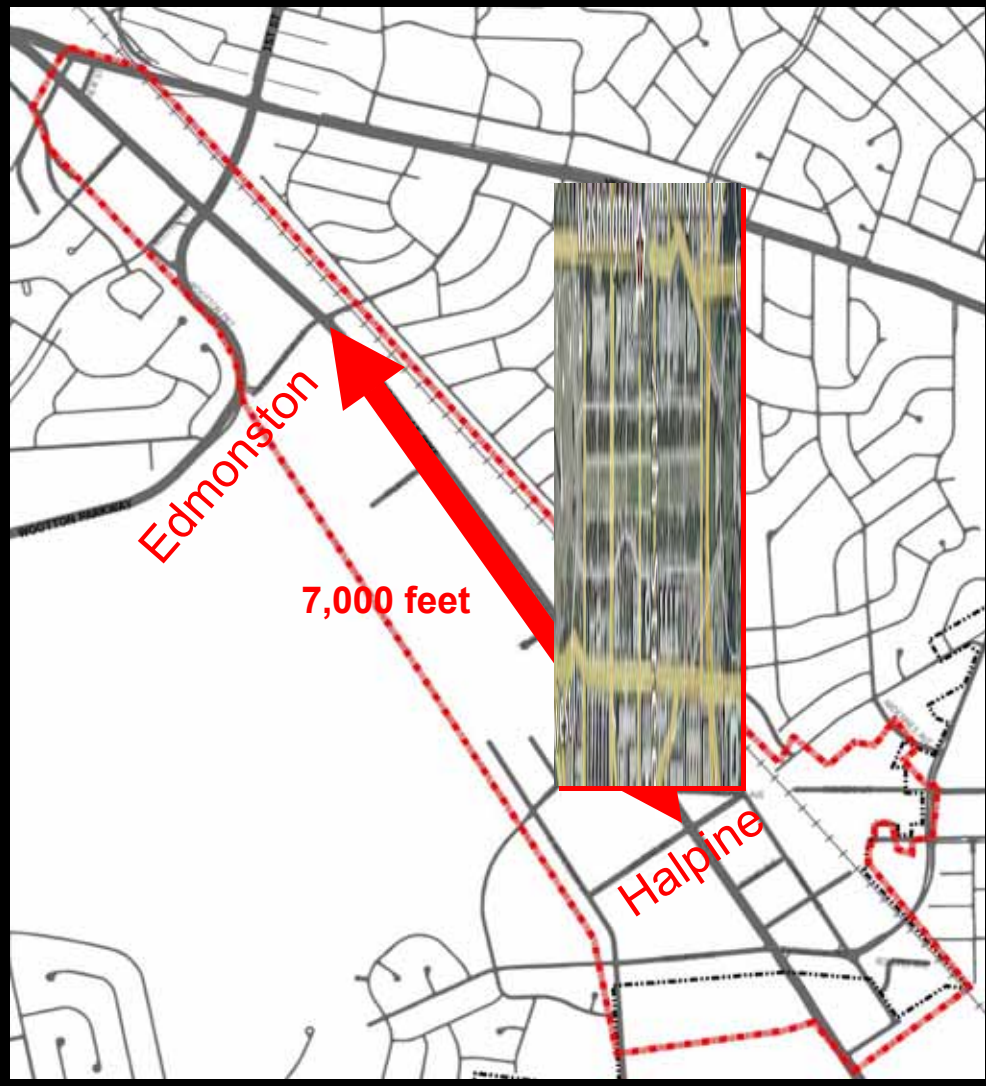
- ***Buildings make up approximately 29 percent of the total impervious surface (17 percent of the total area).***

At Rollins



# Limited internal connectivity…

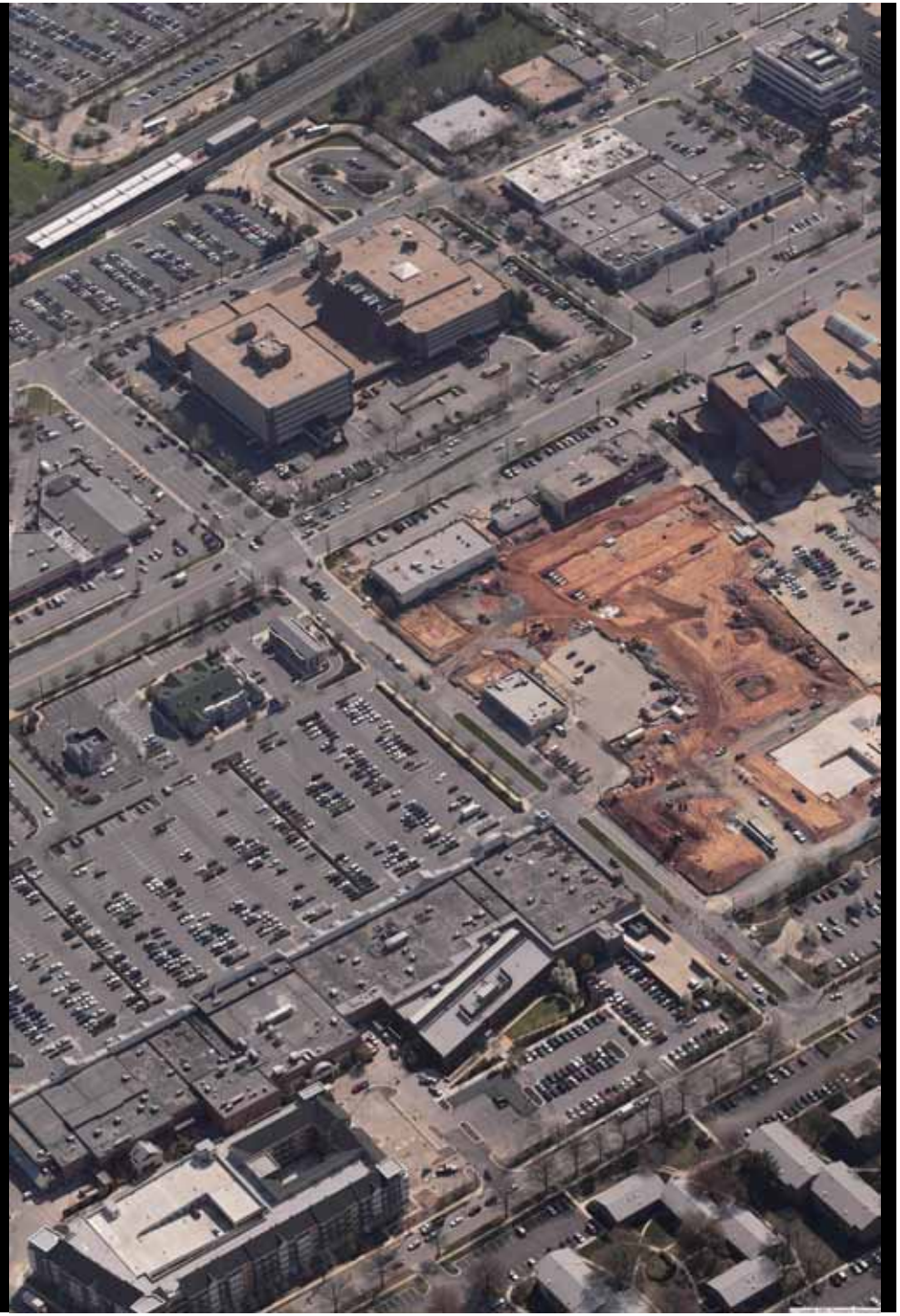
- ***Extremely long blocks restrict opportunities for linking the east and west sides of the Corridor***



# Suburban vocation…

- ***Edge yard and front yard lots and buildings are the most prevalent form of development along the Corridor***

At Halpine



# It is not pedestrian friendly…

- ***The streetscape and frontage treatment along the Corridor varies dramatically from north to south with very few pedestrian connections to adjacent uses and minimal accommodations for transit users***

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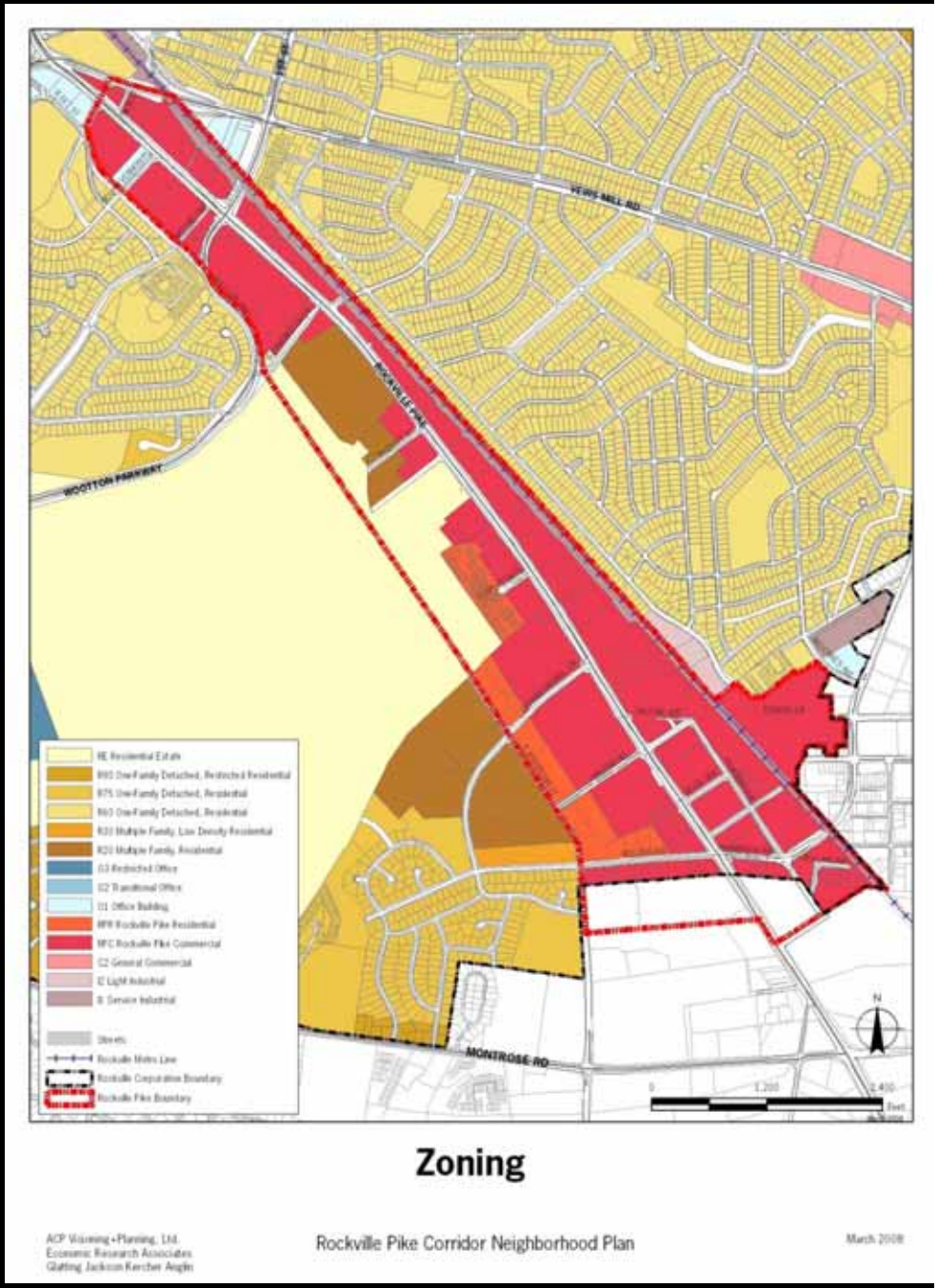
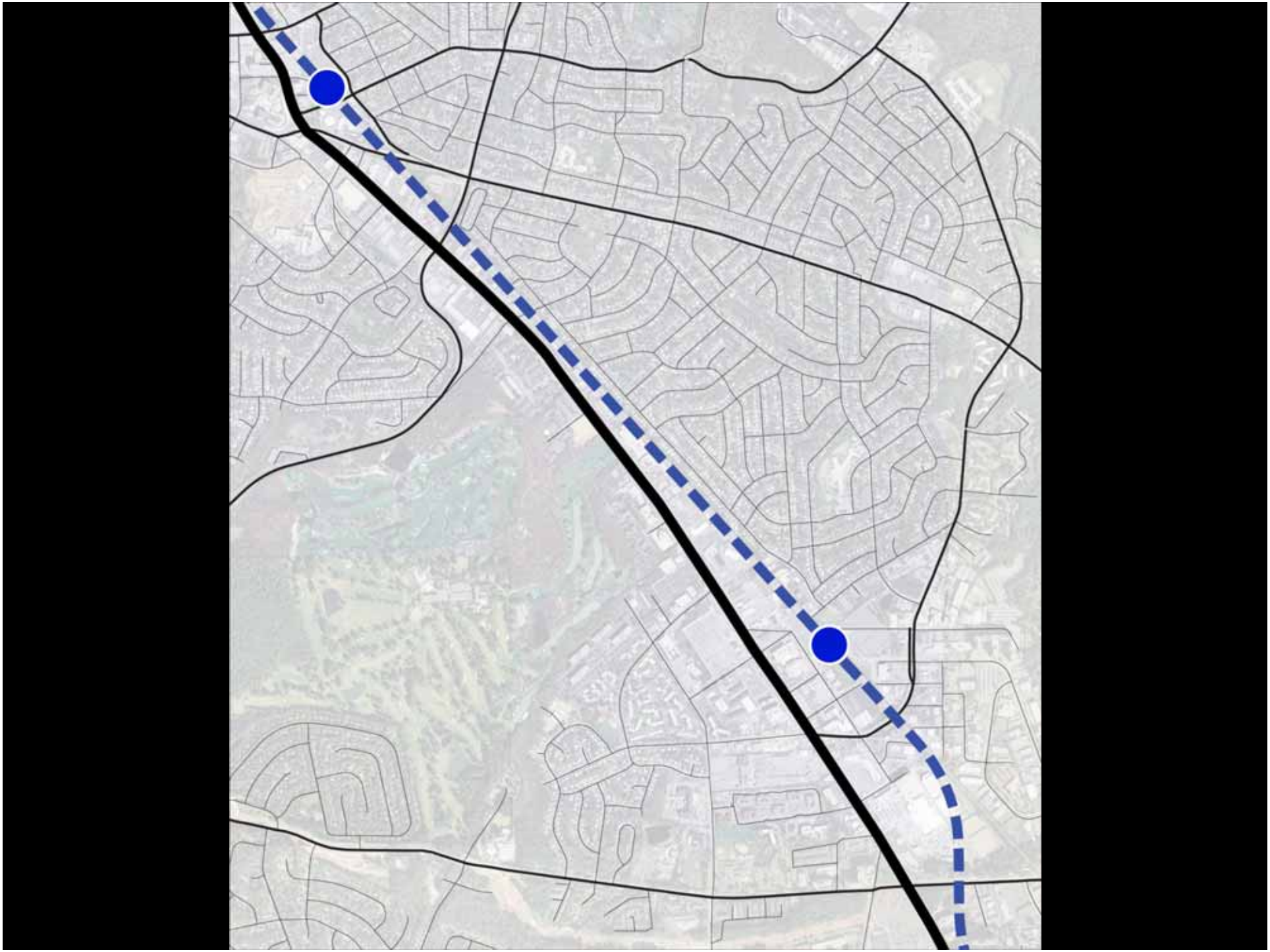
- ***The streetscape and frontage treatment along the Corridor varies dramatically from north to south with very few pedestrian connections to adjacent uses and minimal accommodations for transit users***

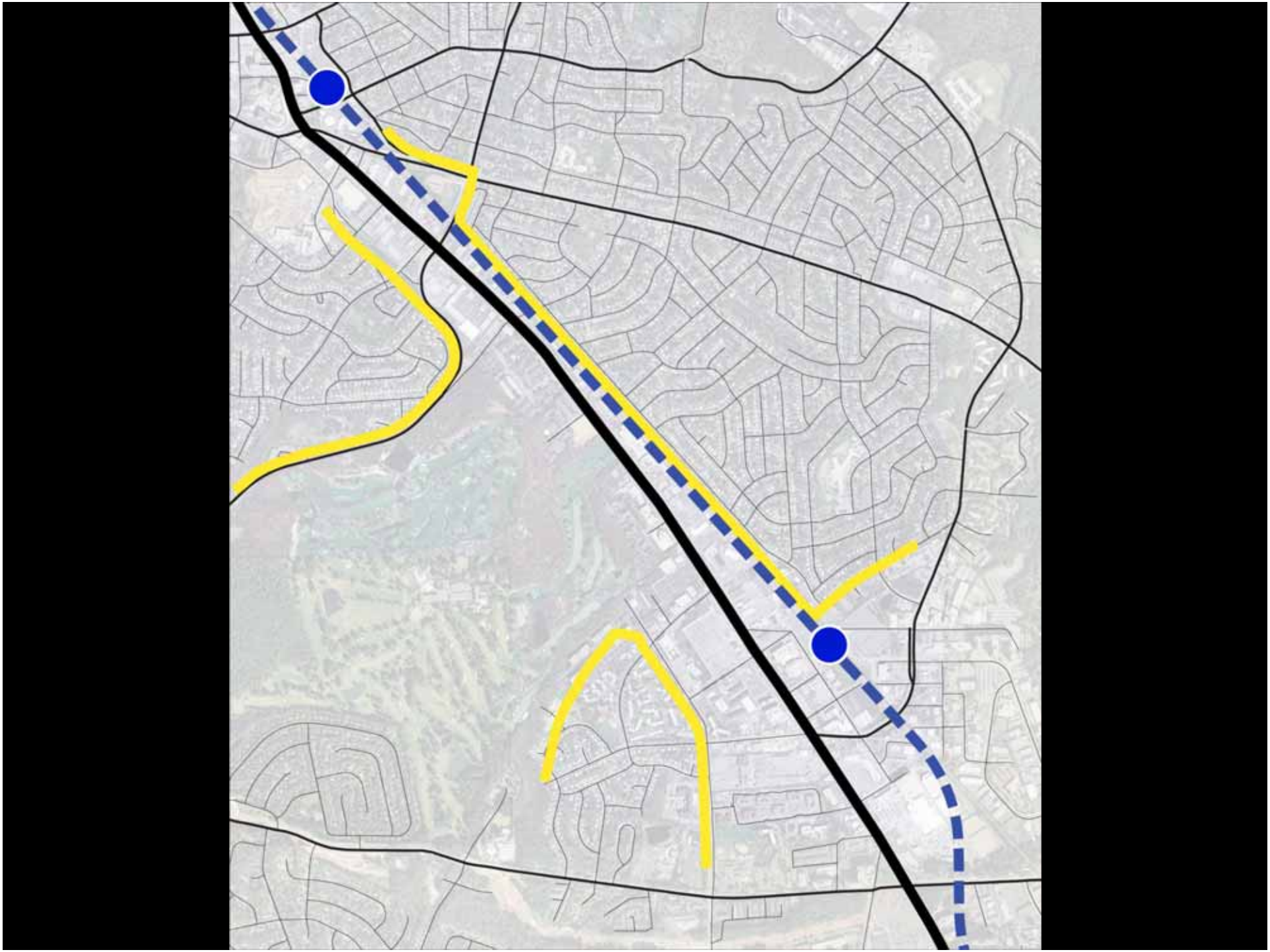
# Zoning is not place related…

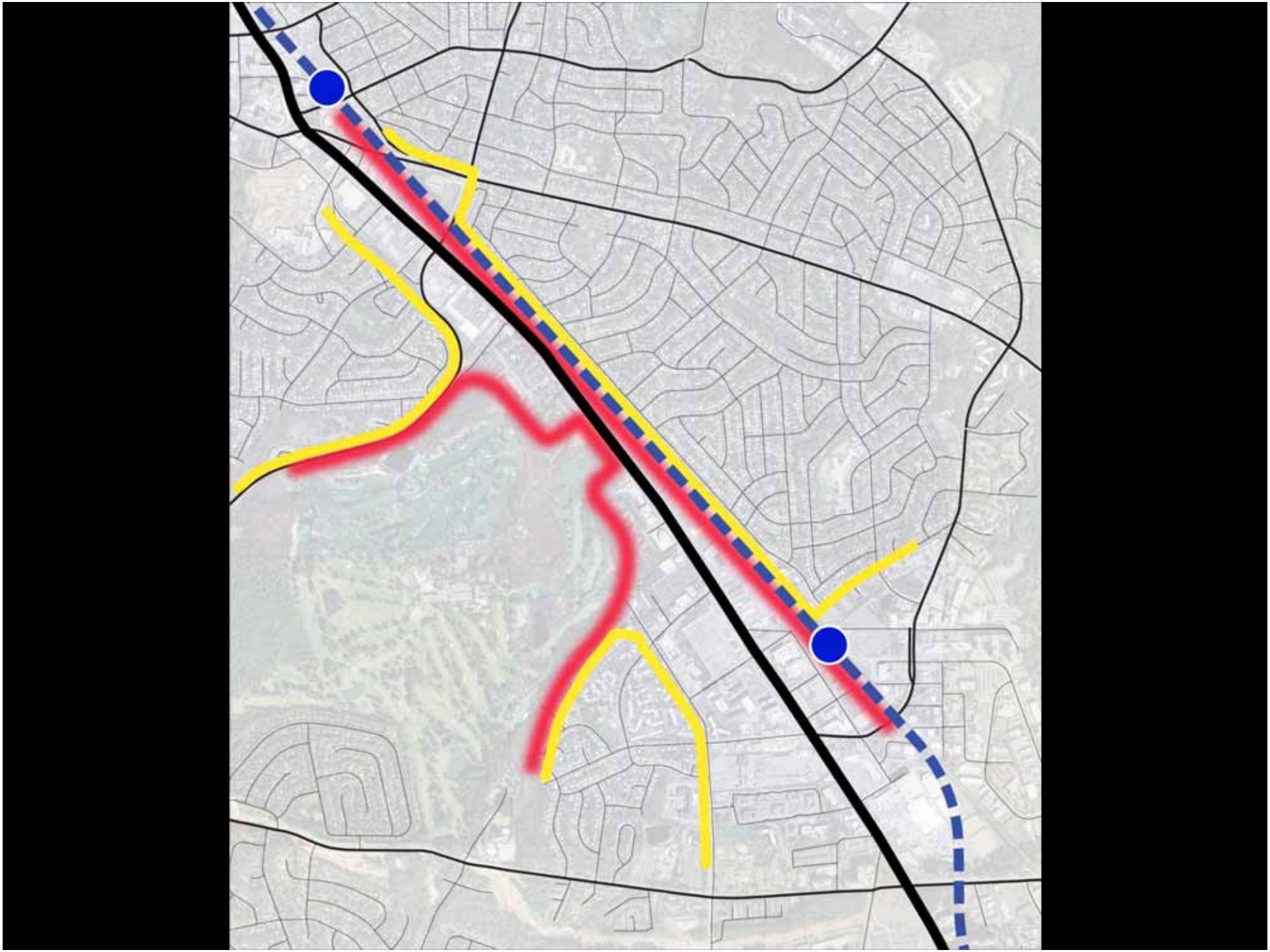
- ***There are five zoning district classifications currently controlling development within the Corridor, including three types of residential. There are currently no specific standards controlling the form and character of development within these districts.***

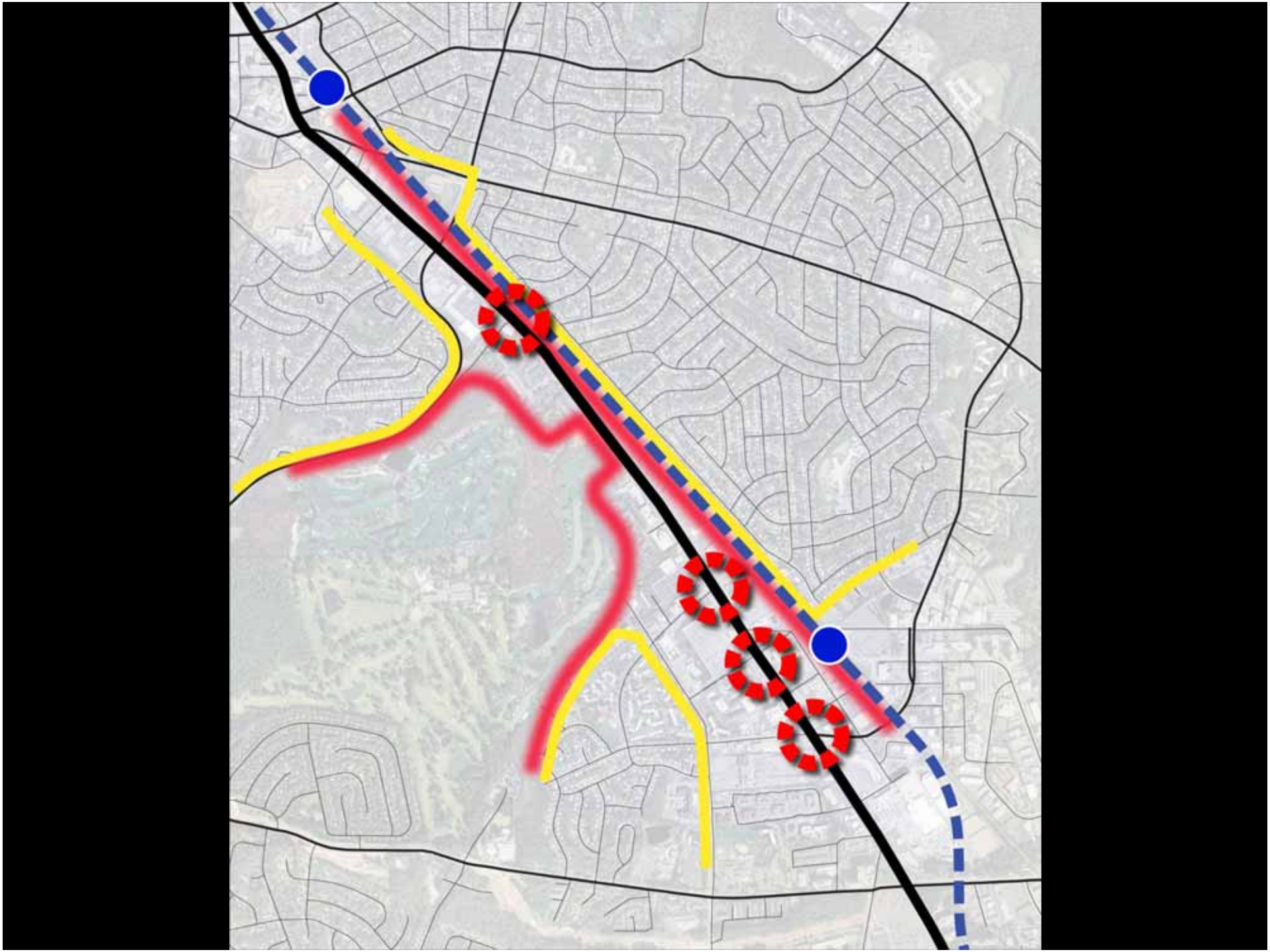


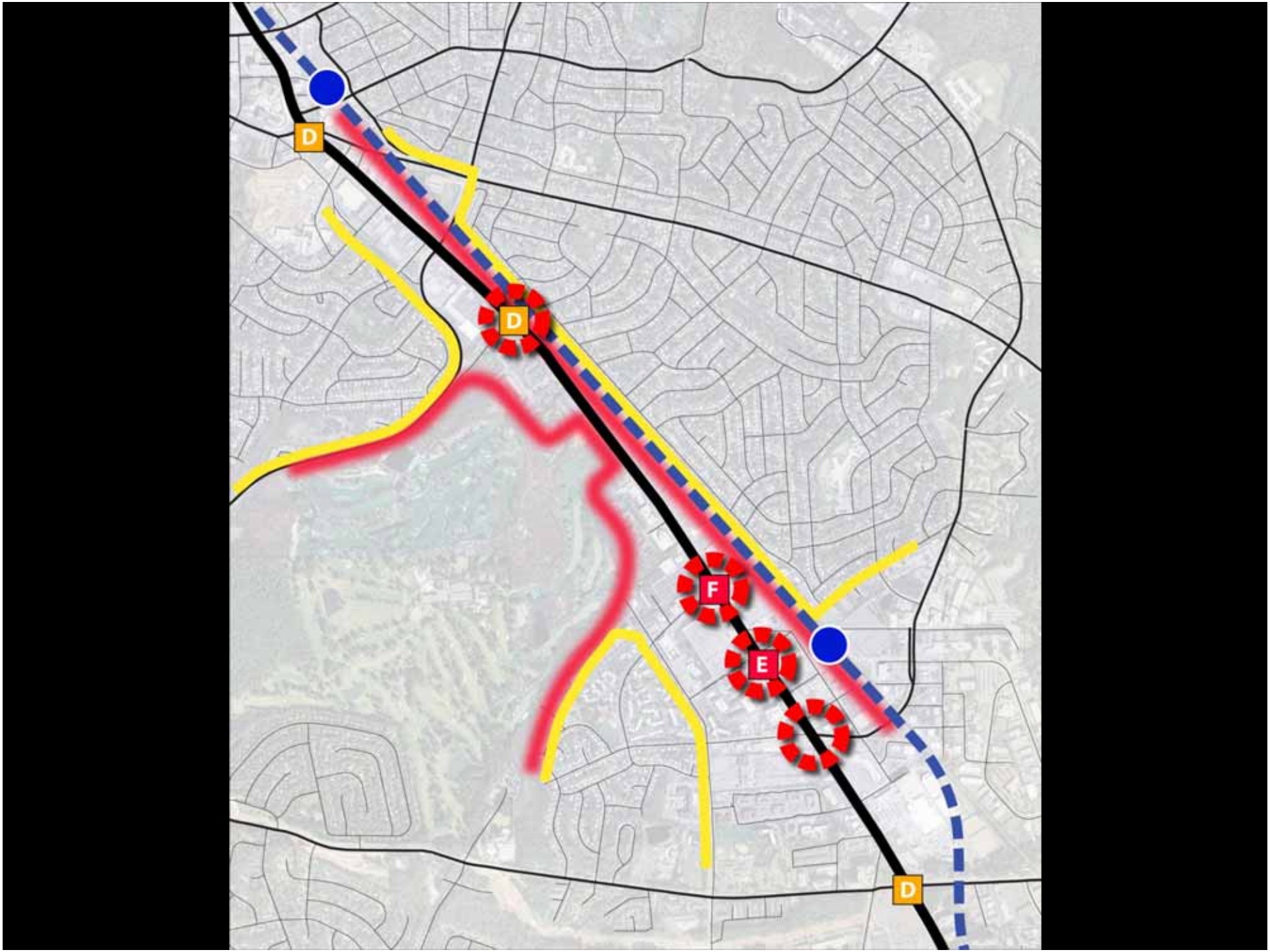
# Pike Possibilities







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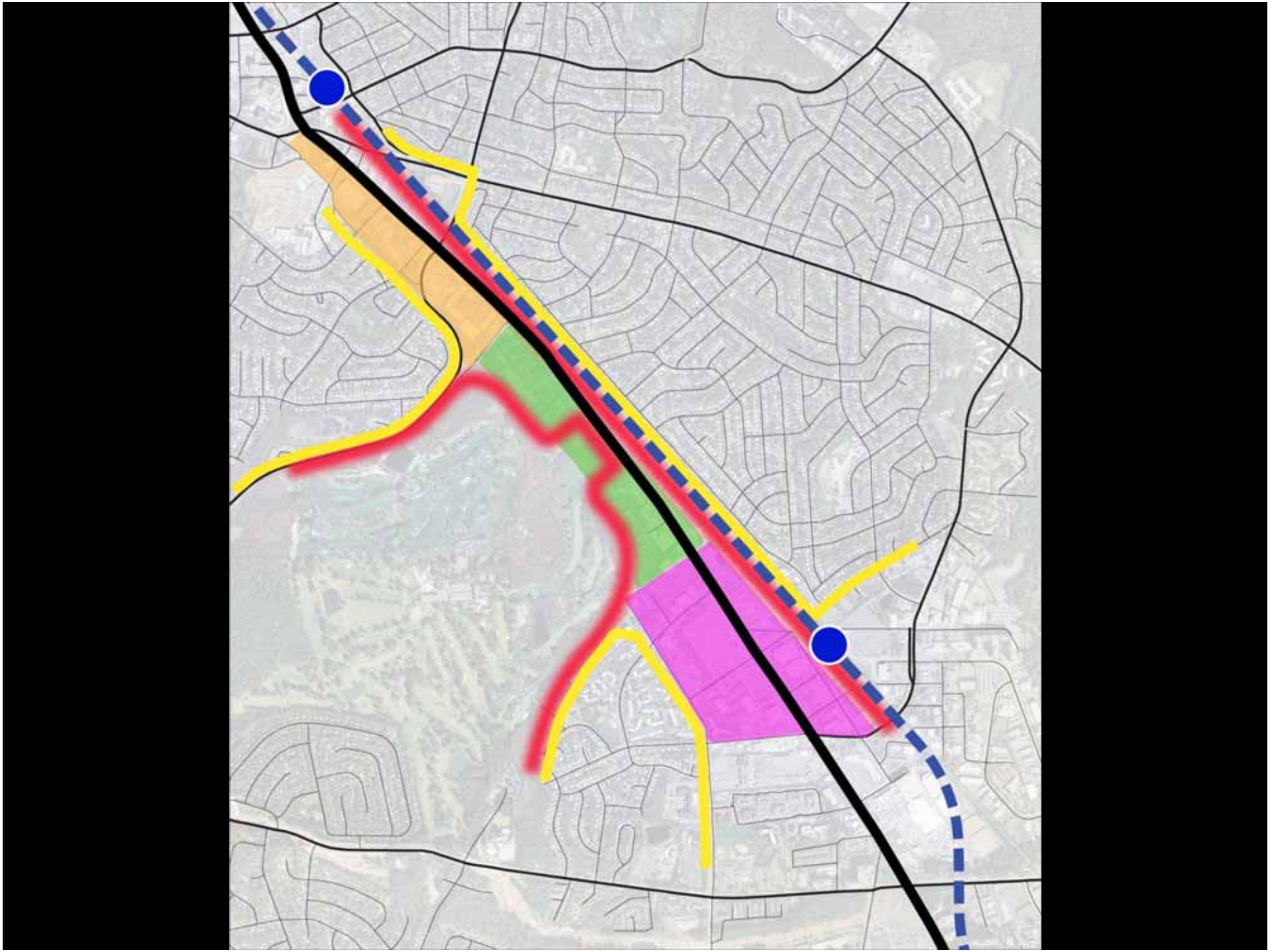
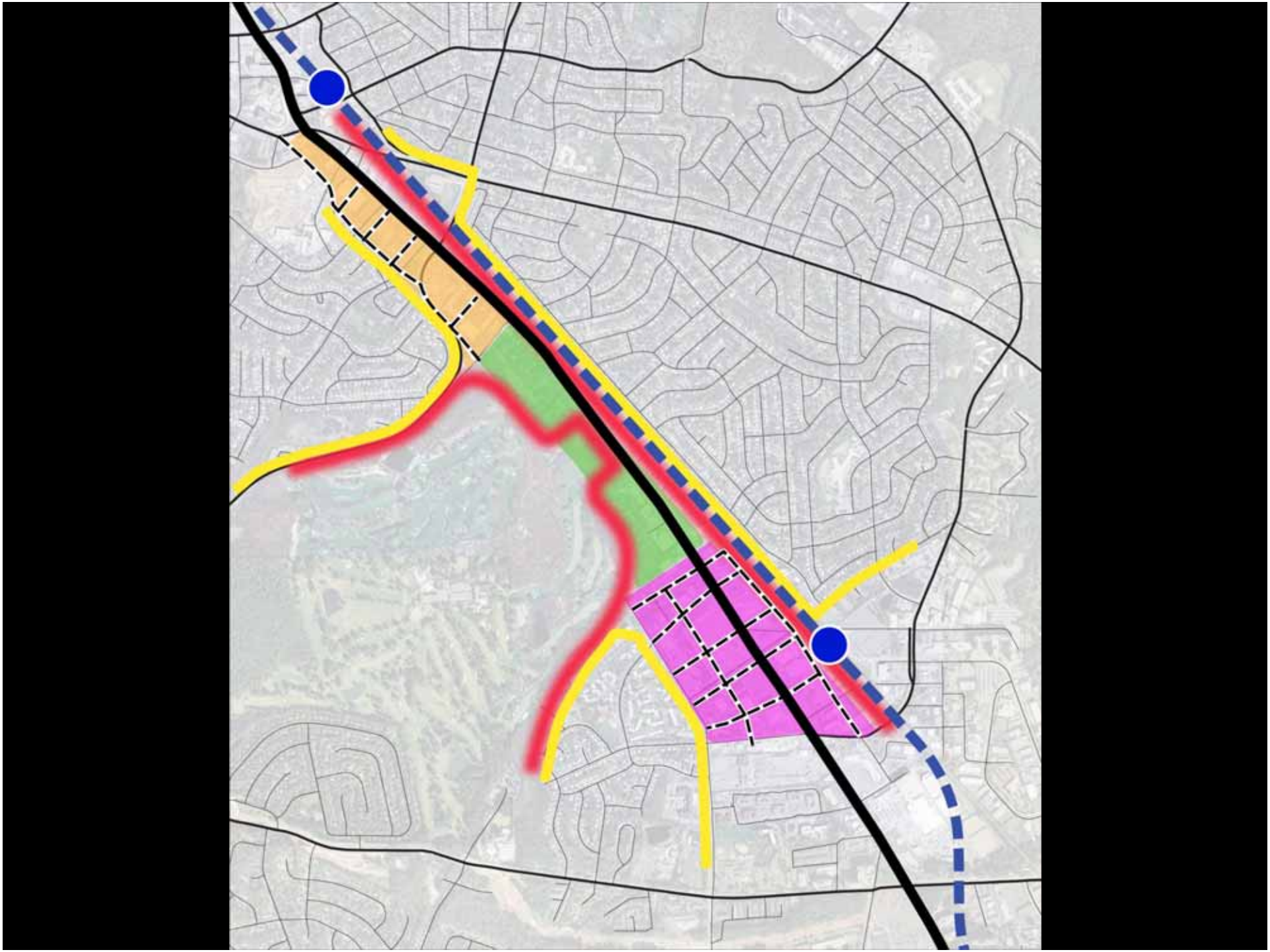
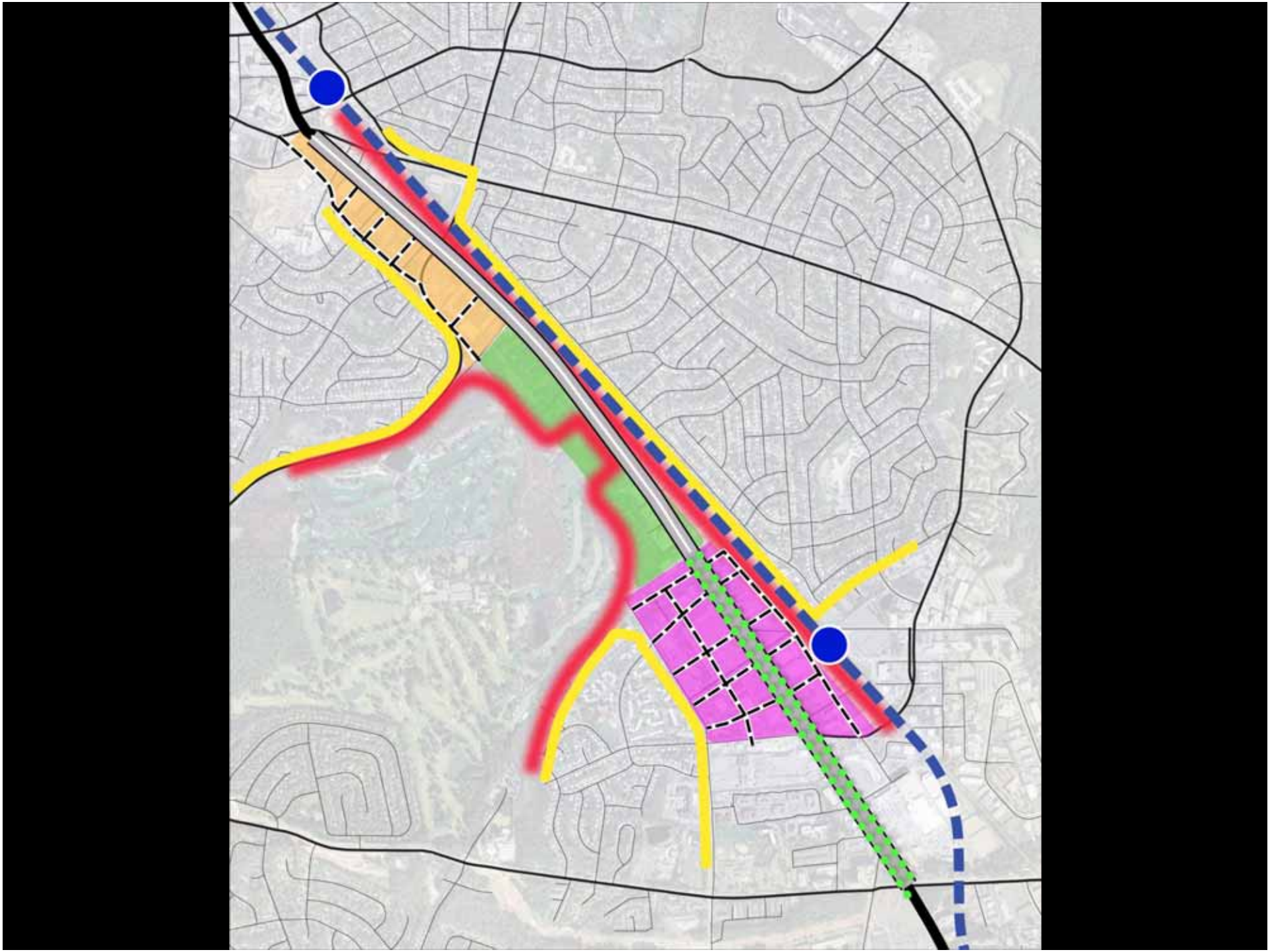
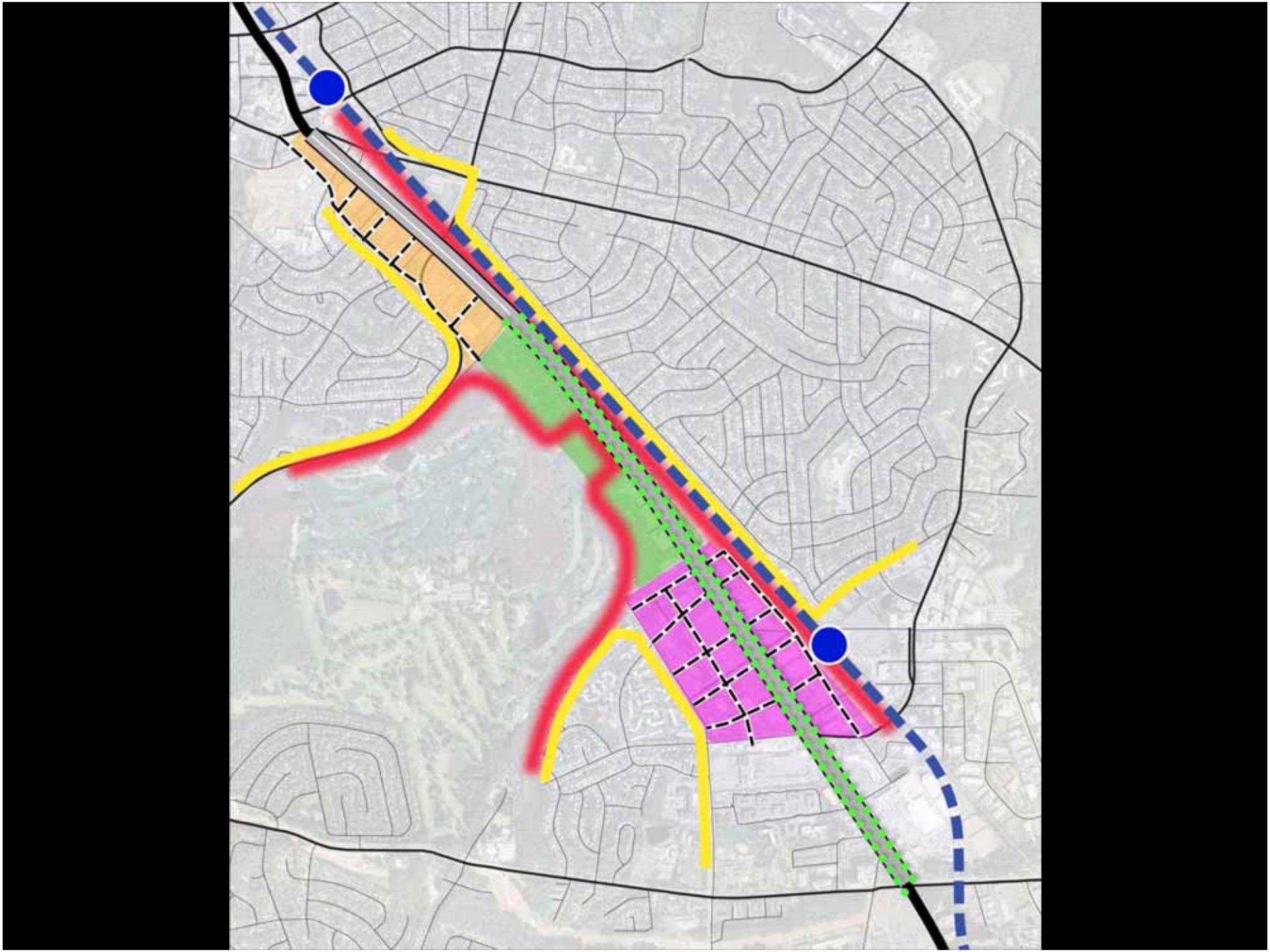
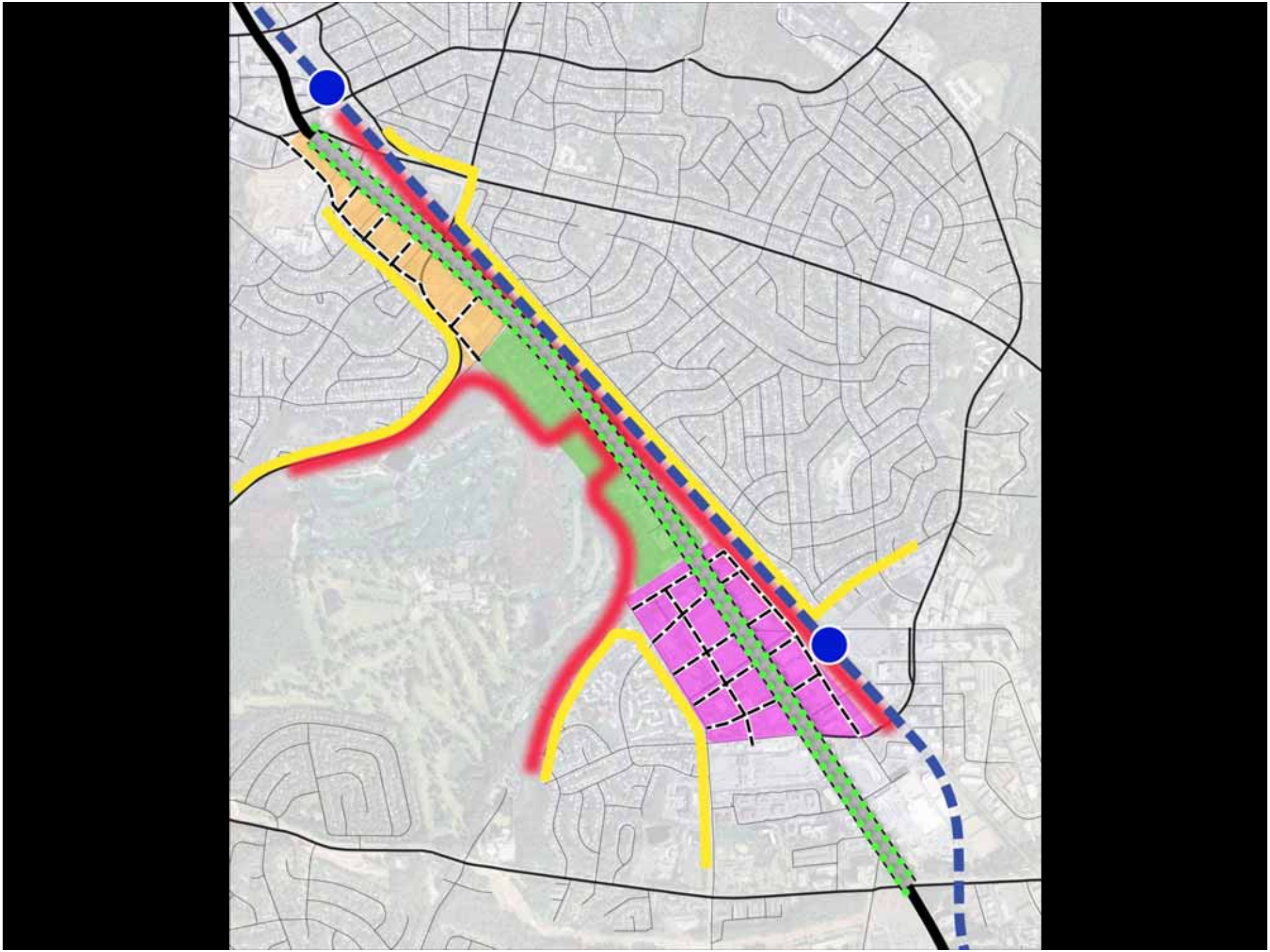




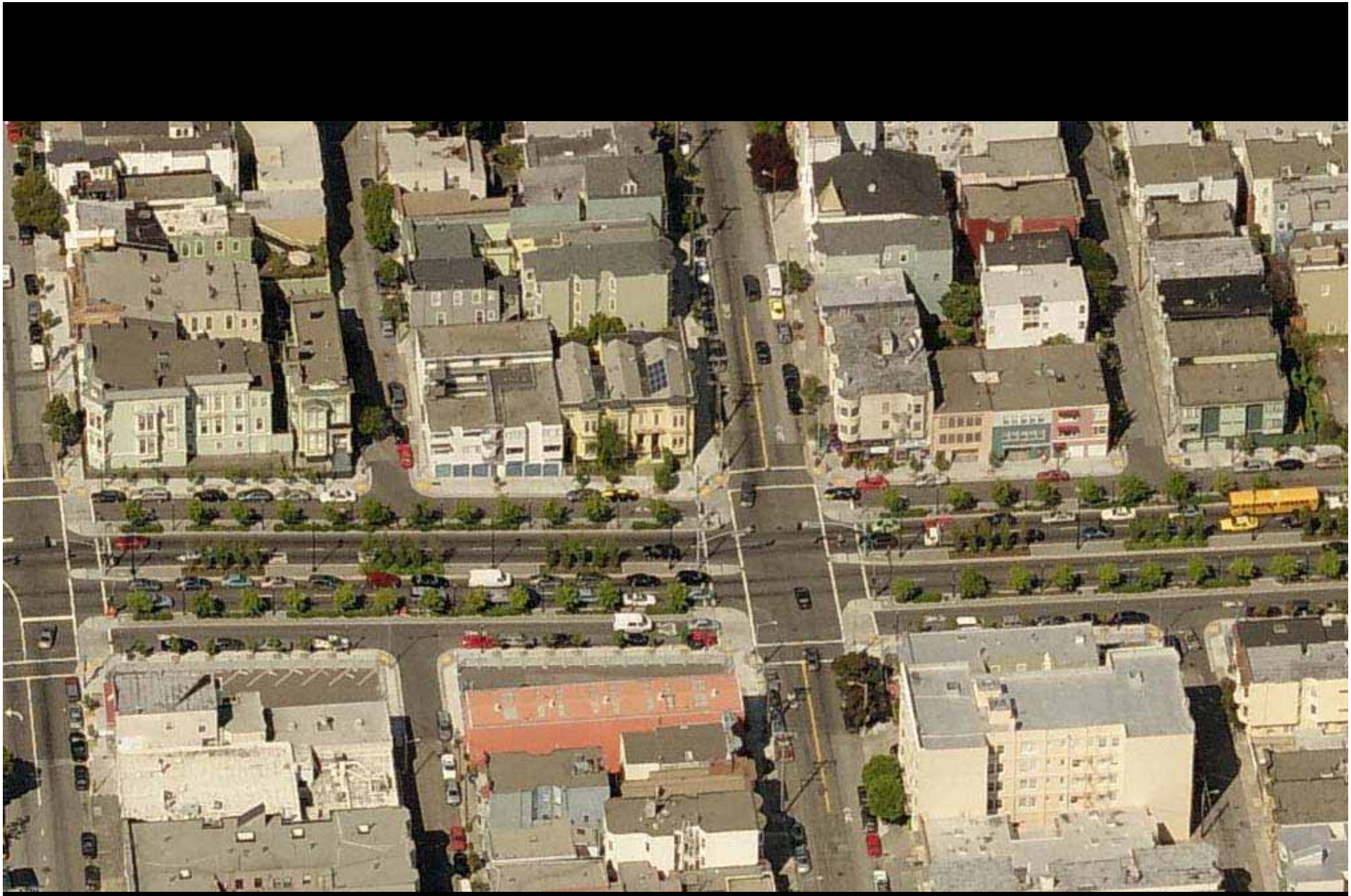




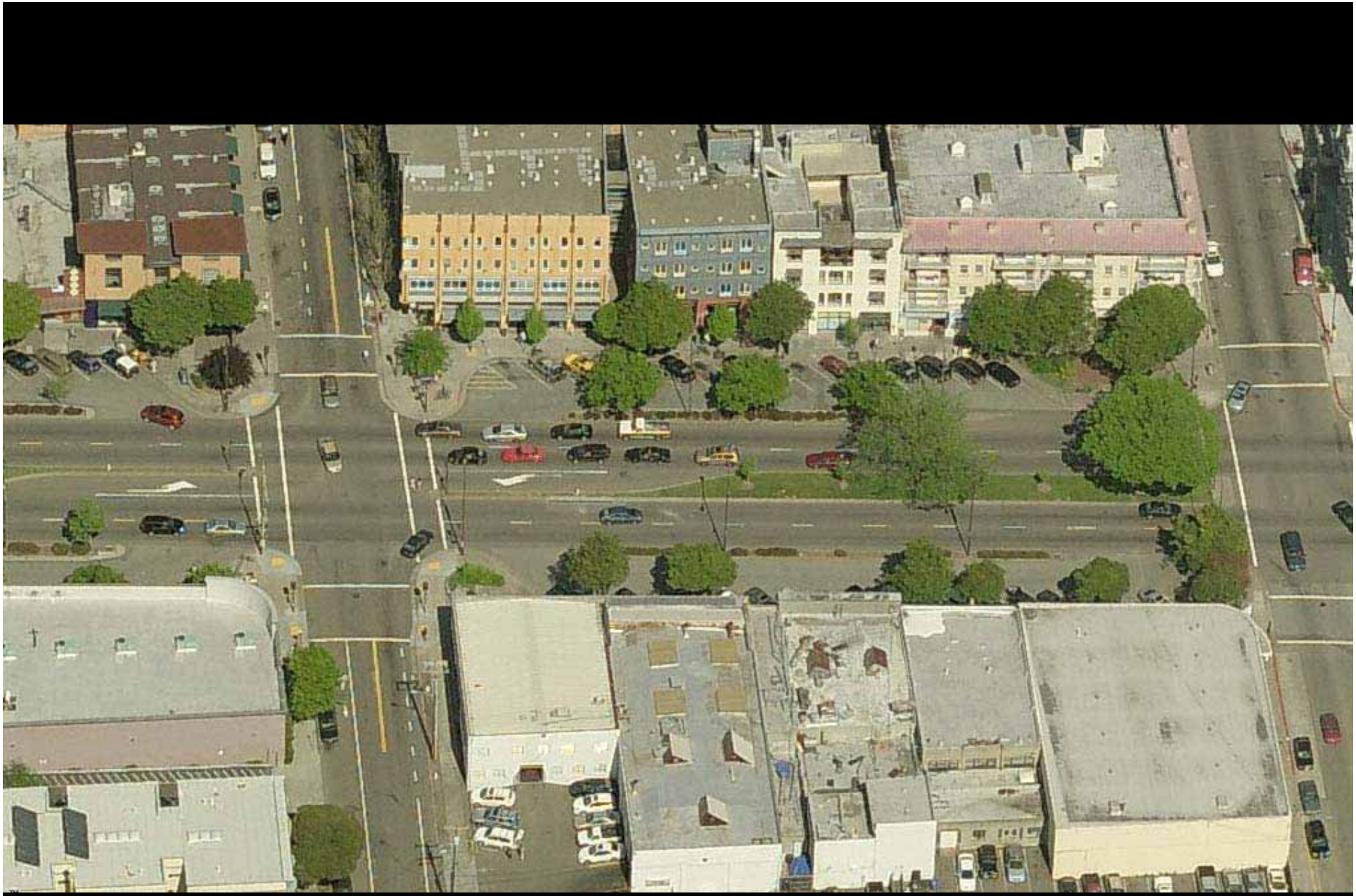



**The Esplanade** *Chico, California*

**Kedzie Boulevard** *Chicago, Illinois*



**Octavia Boulevard** *San Francisco, California*



**Shattuck Avenue** *Berkeley, California*

**Avenue de la Grande Armée**

*Paris, France*

**Avenue de la Grande Armée**

*Paris, France*